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It's Best to look to BERNARDS

No. 155, 13th YEAR, MAY, 1967

Published first Thursday of the month

Price Sixpence



Mr. Denis W. Healey

FAR EAST CUTS

Mr. Denis Healey, the Defence Secretary, stated during his recent visit to Singapore and Malaysia, that by the end of April, 1968, a further number of British troops would be withdrawn from the area.

Giving an assurance that the run-down of troops would not upset Britain's defence commitments, he said that the reduction of 10,000 men proposed for the next 12 months would consist of combat and base troops, locally enlisted troops and civilian workers.

Britain has already withdrawn 10,000 troops, and this further 10,000, by April next, will leave the numbers as they were before the Indonesian trouble.

Further cuts over the next few years would be decided upon later this year, said Mr. Healey.

Junior sailors —new rules?

The case of Able Seaman Michael Goldsworthy, aged 21, now serving 72 days' detention for desertion, is unusual only in the amount of publicity which it has attracted at a time of Parliamentary agitation for a change in naval regulations.

Goldsworthy claims that at the age of 15 he signed on for nine years "thinking he could buy himself out when he was 18." He is said to have gone absent last May when he found he was not eligible for discharge by purchase. He had previously served 42 days for jumping ship in 1965.

Inquiries are now being made concerning the possibility of Goldsworthy's discharge on compassionate grounds.

DISCHARGE OPTION

Service attention is not only on the outcome of this and similar cases, but on the Ministry of Defence investigations into the possibility of ending long-term Service contracts for recruits under the age of 18, or allowing a discharge option when they reach 21.

Mr. Foley, Under-Secretary of State for the Navy, has told the Commons that when Goldsworthy joined the Navy at 15, he signed forms which were also signed by his father and headmaster. There was "no question of small print."

But Mr. Foley has also said that while premature discharge from the Navy had to be controlled, "the Service would not be helped by having a series of discontented youngsters."

WILL TAKE TIME

Now that the inquiry is at Defence Ministry level, no decision is likely except in association with the Army and Royal Air Force. This may take some time—not altogether a disadvantage when the atmosphere at present is somewhat emotionally charged.

Opinion in the Navy is by no means uniform.
 (Cont'd in col. 4)

Canada trip for H.M.S. Hampshire

Because of the galley fire in H.M.S. London in March, her sister ship, H.M.S. Hampshire, is to take the Flag Officer, Second-in-Command, Home Fleet (Rear-Admiral M. P. Pollock), to Canada for Expo '67 at Montreal.

For the families of Hampshire's ship's company, the fire was a good thing, for it meant that the ship's return was advanced, and the families saw their menfolk 10 days earlier than had been planned.

Hampshire, commanded by

DANCER AT THE GATE

The saucy caption suggested was "Can I see your ...", but that isn't what AB Ken Stevenson said to the can-can dancer at the gate of H.M.S. Terror, Singapore. He just posed for the picture as a pleasant break from checking passes. The young lady—one of the Naval Base singers—had been at rehearsals for "The Merry Widow."

H.M.S. PHOEBE 'SHOWS THE FLAG'

H.M.S. Phoebe, a Leander class general purpose frigate, is on a "Meet the Navy" cruise around the British Isles.

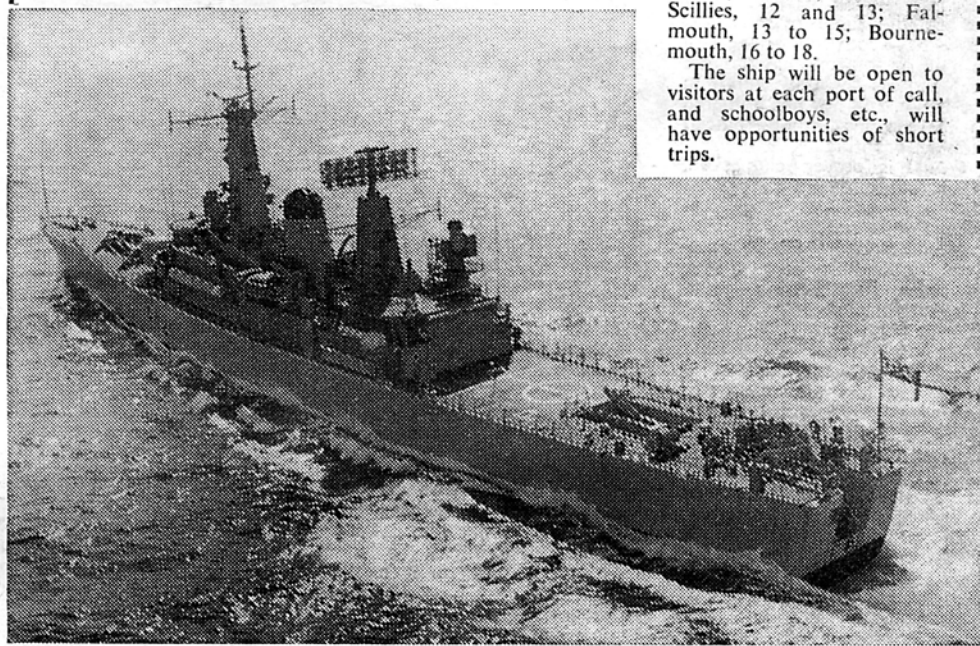
Her job is to show what the inside of a ship looks like, what her purpose is, and

how the men aboard make a ship both an efficient fighting machine and a floating home.

Places to be visited are—Grimsby, May 4 to 6; Sunderland, 8 to 12; Leith, 13 to 15; Rosyth, 15 to 22; Aber-

deen, 22 to 24; Stornoway, 25; Mallaig, 26; Oban, 26 to 28; Greenock, 28 to 31; Glasgow, May 31 to June 2; Douglas, June 2 and 3; Liverpool, 3 to 6; Llandudno, 6 and 7; Swansea, 8 to 10; Cardiff, 10 to 12; Scillies, 12 and 13; Falmouth, 13 to 15; Bournemouth, 16 to 18.

The ship will be open to visitors at each port of call, and schoolboys, etc., will have opportunities of short trips.



VALIANT ENDS RECORD-BREAKING TRIP

She has not yet refuelled, and is not likely to do so for some time.

After 27 days underwater on a record-breaking journey from Singapore, some 12,000 miles, the nuclear submarine H.M.S. Valiant, commanded by Cdr. Peter Herbert, arrived at Faslane on April 25.

The object of the trip to Singapore and back was to test, thoroughly, the submarine in

different water temperatures, particularly the warm waters of the Far East.

To combat boredom Valiant took 48 films for the trip, and there was an excellent library on board. Lights were dimmed at night and the week-end brought a change in routine.

The ship's company had three choices of main dish at each main meal—two hot dishes and a cold. The fresh vegetables lasted about 10 days, and when they had gone there were deep frozen and dehydrated vegetables.

The submarine is now being very carefully examined in dry dock, and will sail for Gibraltar soon to add to the 40,000 miles she has done since commissioning.

(Cont'd from col. 3)

means unsympathetic towards changes in recruiting regulations, especially for the under-18's, provided that there are essential safeguards.

Wrens' blisters brought in £76

A party of 20 Wrens from H.M.S. Dauntless, at Burghfield, took part in a 30-mile walk, in March, organised by the Reading District Youth Hostels Association in aid of the "Save the Children Fund."

Two of the Wrens walked 27 of the 30 miles, and the whole party, by their combined walking effort, managed to raise just over £76 for the charity, despite blistered feet and wobbly knees.



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'Heartbreak' in the Navy

Many of you must have seen pictures in the Press or on television of "Heartbreak Corner" at the G.P.O. at Christmas time—the great pile of parcels which have lost their labels or with addresses which baffle even the most ardent interpreters.

So throughout the world in naval establishments and N.S.O. baggage stores are similar "Heartbreak Corners," and for exactly the same reasons; the labels have come off, or are torn in half, or someone has thought that he was the only Smith in the Navy, and has not bothered to include his initials, official number, or rating.

C.N.D. is forever being asked, "Can the following ratings be identified and their present whereabouts stated?"

Needless to say the information supplied is very sparse, otherwise identification could have been made locally.

1,400 SMITHS

It may interest readers to know that among our parishioners are 1,400 Smiths of whom 120 are J. Smith, 750 Jones, 500 Browns, 450 Williams, 250 Roberts, and 225 Clarkes with an "e" and 225 Clarks without an "e."

The process of identification is, therefore, long and sometimes fruitless, and in any case takes second place to drafting.

If you value your kit, your case of foreign spoils, or your household effects, and expect to get them back from the clutches of the N.S.O. in a reasonable time, take care in the addressing.

Label if possible with both a stick-on and a tie-on label, giving your NAME, INITIALS, OFFICIAL NUMBER, and RATE, and also place inside

YOU CAN RETURN HOME TO SIGN ON

There used to be a rule (Q.R. 0856(5)) that a man who declined re-engagement abroad, and who had to be sent home early out of turn in consequence, could not easily change his mind about re-engaging.

You will be glad to hear that this rule has been altered, mainly because everyone now realises how difficult it is for a man to judge his chances on a labour market thousands of miles away.

So if you decide to swallow the anchor, and you come home early, and if you find that Civvy Street is not all it's cracked up to be, don't think the Navy won't let you change your mind. We need all the good trained men who want to stay.

Anyone who comes home after a shortish term overseas, and who in the end signs on for

your kitbag, case, or packing case the same information on a piece of paper.

Then in the last resort, if all external labels fail, your baggage can be opened and the owner identified.

COLLECT QUICKLY

Next you must remember to where you have dispatched your baggage and collect it at the first opportunity, or ask for it to be forwarded to your next ship or establishment.

It is surprising the amount of kit that arrives at the Home depots and remains unwanted and unloved, and has eventually to be sent for disposal to prevent the baggage stores becoming choked.

Unaccompanied baggage passes through many hands, and is not always treated as kindly as the owner would wish. It is

DRAFTY'S CORNER



up to you to see that in spite of the many handlers' worst efforts, the address is still clear at the end of its journey.

List of ships for which C.N.D. will be issuing draft orders during June.

SHIP	TO JOIN
Advance Parties	
FEARLESS (F.S.C.)	DECEMBER
AJAX (F.S.C.)	DECEMBER
HYDRA (G.S.C.)	DECEMBER
Main Parties	
HECLA (G.S.C.)	NOVEMBER
CHAWTON (F.S.C.)	NOVEMBER
SIRIUS (H.S.S.)	NOVEMBER
ARETHUSA (G.S.C.)	DECEMBER
BULWARK (F.S.C.)	DECEMBER
HECATE (G.S.C.)	DECEMBER
VIDAL (G.S.C.)	DECEMBER

COMMISSIONING FORECAST

The Devonport-built Leander class frigate, H.M.S. Danae, is due to start her trials on June 6. She will commission in September.

H.M.S. Centaur, the light fleet carrier which was used as accommodation ship at Devonport during the recent refit of H.M.S. Eagle, will be used in a similar capacity during the refit of H.M.S. Victorious at Portsmouth.

Centaur is expected to leave Plymouth for Portsmouth on May 31.

The drafting forecast is as follows:

RAPID, May 1 at Rosyth. Port Service Tender to Caledonian ERA's training. U.K. Base Port, Rosyth.
DUNDAS (A/S Frigate), May 1 at Gibraltar. Local Foreign Service. L.R.P. complement.
NAIAD (A/S Frigate), May 4 at Portsmouth. General Service Commission (Phased). Home/Far East. Capt. (D) Londonderry. U.K. Base Port, Portsmouth.
DANAE FLIGHT, May at Portland. General Service Commission. Wasp. U.K. Base Port, Devonport.
CORUNNA (Battle A/D destroyer conversion), May 1 at Portsmouth. Reserve crew. Port Service.
KEPPEL (A/S Frigate), June 9 at Gibraltar. Home Sea Service. Londonderry Squadron. U.K. Base Port, Rosyth.
LONDONDERRY (A/S Frigate), June 30 at Rosyth. Special refit. Dockyard control. Port Service.
DANAE (GP Frigate), June 6 at Devonport for trials. Commission September. (Captain's command.) (C)
CENTAUR, June. Accommodation ship for Victorious.
DIAMOND (Destroyer), July 7 at Chatham. Port Service for trials. Commissions August 18.
AURORA (G.P. Frigate), July 13 at Chatham. General Service Commission (Phased). Home/Middle East/Home. U.K. Base Port, Chatham.
JUNO (G.P. Frigate), July 17 at Southampton. General Service Commission. Home/Far East. Captain's command. U.K. Base Port, Chatham.
SALISBURY (A/D Frigate), July 24 at Devonport. Port Service. L.R.P. complement.
ZULU (G.P. Frigate), July 27 at Rosyth. General Service Commission (Phased). Home/Middle East/Home (Phased). Home/Middle East/Home. U.K. Base Port, Rosyth.
RUSSELL (A/S Frigate), July 31 (Tentative date) at Portsmouth. Reserve crew. Port Service.
JAGUAR (A/A Frigate), August 3 at Chatham for trials. Port Service Commissions September 28.
HAMPSHIRE (G/M Destroyer), August 7 at Portsmouth. General Service Commission (Phased). Home/Far East. U.K. Base Port, Portsmouth.
DECOY (Destroyer), August 15 at Portsmouth. General Service Commission. Home/Far East/Home. U.K. Base Port, Portsmouth.
ARGONAUT (G.P. Frigate), August 17 at Hebburn. General Service Commission. Home/Far East/Home. U.K. Base Port, Chatham.
DIAMOND (Destroyer), August 18 at Chatham. General Service Commission. Home/Far East/Home. U.K. Base Port, Chatham.
BERWICK (A/S Frigate), August 21 at Chatham Port Service. Special refit. Dockyard control.
JUNO FLIGHT, August at Portland. General Service Commission. Wasp. U.K. Base Port, Chatham.
PALLISER (A/S Frigate), August at Portsmouth. Port Service. Reserve crew (Tentative date).
PROTECTOR (Ice Patrol Ship), August 24 at Portsmouth. 50% of ship's company. General Service Commission. Home/South America and South Atlantic. U.K. Base Port, Portsmouth.
VICTORIOUS (Carrier), August 31 at Portsmouth. General Service Commission. East of Suez U.K. Base Port, Portsmouth.
PUNCHSTON (C.M.S.), September 9 at Bahrain Foreign Service (Middle East). 9th M.C.M. Squadron. (E).
LLANFAFF (A/D Frigate), September 21 at Singapore. General Service Commission (Phased). Far East/Home. U.K. Base Port, Devonport.
CHICHESTER (A/D Frigate), September 21 at Singapore. (Phased). Home Sea Service (13 months).
JAGUAR (A/A Frigate), September 28 at Chatham. General Service Commission. Home/Far East/Home. U.K. Base Port, Chatham.
DANAE (GP Frigate), September at Devonport. General Service Commission (Home/Far East). Captain's command. U.K. Base Port, Devonport.
814 SQUADRON (VICTORIOUS), October 1 at Cudroze. General Service Commission. Wessex. U.K. Base Port, Portsmouth.
ASHANTI (G.P. Frigate), October 2. L.R.P. complement at Portsmouth. Port Service.
BEACHAMPTON (C.M.S.), October 7 at Bahrain Foreign Service (Middle East). 9th M.C.M. Squadron. (E).
BURNASTON (C.M.S.), October 7 at Bahrain. Foreign Service (Middle East). 9th M.C.M. Squadron. (E).

Centaur as 'hotel' for Victorious

WISTON (C.M.S.), October 7 at Bahrain. Foreign Service (Middle East). 9th M.C.M. Squadron. (E).
YARNTON (C.M.S.), October 7 at Bahrain. Foreign Service (Middle East). 9th M.C.M. Squadron. (E).
KENT (G.M. Destroyer), October 17 at Chatham. General Service Commission Home/Far East (Phased). U.K. Base Port, Chatham.
CHAWTON (C.M.S.), November 4 at Bahrain. Foreign Service (Middle East). 9th M.C.M. Squadron. (E).
HECLA (Surveying ship), November at Devonport. General Service Commission (North Atlantic). U.K. Base Port, Devonport. (A).
ARGONAUT FLIGHT, November at Portland. General Service Commission. Wasp. U.K. Base Port, Portsmouth.
SIRIUS (G.P. Frigate), November 30 at Singapore. Home Sea Service (Phased). 14 months. U.K. Base Port, Portsmouth.
ARETHUSA (GP Frigate), December 7 at Portsmouth. General Service Commission (Phased). Home/Far East/Home. U.K. Base Port, Portsmouth.
BULWARK (Commando ship), December 14 at Portsmouth. Home Sea Service/Foreign Service from date of sailing. U.K. Base Port, Portsmouth.
HEGATE (Surveying ship), December at Devonport. General Service Commission (North Atlantic). U.K. Base Port, Devonport. (A).
ZULU FLIGHT (Under consideration), December at Portland. General Service Commission. Wasp. U.K. Base Port, Rosyth.
DELIGHT (Destroyer), September 20 at Devonport. General Service Commission (Phased). Home/West Indies/Home. U.K. Base Port, Devonport.
VIDAL (Surveying ship), December (Tentative date) at Chatham. Foreign Service (Far East). U.K. Base Port, Chatham. (A).
VICTORIOUS (S.A.R. FLIGHT), Late 1967 at Cudroze. General Service Commission. U.K. Base Port, Portsmouth. Whirlwind.
BLACKWOOD (A/S Frigate), Late 1967 (Tentative date). Reserve crew at Portsmouth. Port Service.
CLEOPATRA FLIGHT, Early 1968 at Portland. General Service Commission. Wasp. U.K. Base Port, Devonport. (Flight under consideration).
MOHAWK (GP Frigate), January 11 at Rosyth. General Service Commission (Phased). Home/Middle East/Home. U.K. Base Port, Rosyth. (B).
CLEOPATRA (GP Frigate), January 11 at Devonport. General Service Commission (Phased). Home/Middle East/Home. U.K. Base Port, Devonport. (A).
LEANDER (GP Frigate), January 11 at Portsmouth. General Service Commission (Phased). Home/Far East/Home. Captain's Command. U.K. Base Port, Portsmouth.

(Continued on page 3)

First war in the air

The First World War has never been erased from public consciousness, despite the second great conflict, and its drama still provides rich material for writer and film-maker.

The heroics of personal combat in the air among men in those flimsy flying machines is a subject well known to the screen, but the latest production has an impact of vivid freshness.

Brilliant flying sequences alone make a memorable picture of "The Blue Max," which is among the latest releases by the Royal Naval Film Corporation for showing to the Fleet.

The full list is as follows:
The Blue Max.—George Peppard, James Mason, Ursula Andress. A grippingly dramatic story of aerial warfare towards the end of the First World War.

Deadlier Than the Male.—Richard Johnson, Elke Sommer. An entertaining story which revives the exploits of Sapper's famous crime buster, Bulldog Drummond.

Kiss the Girls and Make Them Die.—Michael Connors, Dorothy Provine, Ref Valone. A special agent, tongue-in-cheek adventure containing comic invention, funny gags, excitement, and suspense.

One Million Years B.C..—Raquel Welch, John Richardson. A prehistoric adventure film featuring some exploits of early man and his struggle for survival.

Alvarez Kelly.—William Holden, Richard Widmark. Roistering outdoor Western, which has a familiar plot but loads of action spiced with humour.

The Deadly Affair.—James Mason, Maximilian Schnell. Subdued and dramatic but

NEW FILM RELEASES FOR FLEET



Ursula Andress as the provocative Countess Kaeti in "The Blue Max"

convincing espionage story. It has its ration of mystery and murder, and is not without humour.



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KX 835466 W. H. Bennett, KX 509216
H. R. Barnwell, KX 891718 J. K. McHugh, 914501 M. James.

To A/Ch Supt
M 928558 R. D. Fisher, MX 888691
T. Turner, M 928736 R. W. Edmonds,
M 956471 K. Thomas.

To Ch ME
KX 835357 F. J. Price, KX 770933 D.
Pritchard, KX 877810 B. Holland, KX
850456 R. S. Reynolds, KX 914803 J.
Dare, KX 848237 R. Marsland, KX
897787 J. W. Thompson, KX 854561
G. W. B. Bigland, KX 892020 G. D.
Harding, KX 867472 J. D. Tilstone,
KX 851055 N. Taylor.

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MX 913531 J. P. McSherry, 056724
P. A. Hughes, MX 913635 G. Bishop,
M 945771 R. A. Pepper.

To A/Ch EA
MX 857522 B. Marsh.

To A/Ch CA(W)
M 943570 J. H. Gibson, M 933693
K. J. Moorshead, M 943933 P. Rossell-
Yarde.

To A/Ch REA
M 956415 B. Beacon, M 928866 T. A.
Trenouth, M 943965 D. Walker.

To A/Ch R EI Mech
M 946938 J. Wilcock.

To CH R EL
M 927951 J. E. Sach, MX 915080 D. I.
Groom, M 927721 P. W. Duffy, M
933130 T. S. Akister.

To CRS
JX 843347 W. J. Maddraan.

To Ch RS(W)
J 975555 P. H. O'Keefe, JX 921332
J. Leppard.

To CCY
JX 660537 G. J. Bryden.

To Ch MT
MX 49608 E. G. Elliott.

To CPO MA
MX 916849 D. Bird.

To CPO
JX 847760 R. T. Dickie, JX 712896
R. L. Reed, JX 760028 P. W. Canner,
JX 904387 D. Macdonald, JX 819654
K. A. Verrall, JX 835726 E. A. Shaw,
JX 865437 R. A. Elrick.

To CPO Wtr
MX 863397 R. Edminson, MX 898737
L. Osborne.

To CPO SA
MX 904787 N. D. Robson.

To Ch AF(AE)
L/FX 821680 P. M. Rich, L/FX
837464 M. Gallagher, L/FX 80725 S. L.
Holland, L/FX 823281 R. F. King.

To Ch AF(O)
L/FX 880235 J. C. Graham.

To CA (Phot)
L/FX 847028 R. Walton.

To Ch EI(A)
L/FX 816547 R. Mallinson, L/FX
892877 J. Coard.

To Act/Ch REM(A)
L/FX 908239 A. A. Lockwood, L/FX
951192 G. N. W. Corral, L/FX 915021
P. J. Cresswell.

DRAFTING FORECAST

(Cont'd from page 2)

LYNX (A/A/ Frigate), January 18 at
Chatham, General Service Commission
(Phased), Home/Far East/Home, U.K.
Base Port, Devonport.

APPLETON (C.M.S.), February 7 at
Bahrain, Foreign Service (Middle
East), (E).

HYDRA (Surveying ship), February at
Chatham, General Service Commission,
Indian Ocean, U.K. Base Port,
Chatham.

FEARLESS (Assault ship), February at
Devonport, Reconmission (Phased),
Home Sea Service/Foreign Service
(from date of sailing), East of Suez,
U.K. Base Port, Devonport, (A).

YARMOUTH (A/S Frigate), February at
Portsmouth, Trials crew (ex Dock-
yard control), Port Service, General
Service Commission, May, 1968.

LINCOLN (A/D Frigate), End of Febru-
ary at Devonport for trials, Port
Service, Commission early May.

AXAX (GP Frigate), March 7 at Singa-
pore, General Service Commission
(Phased), Far East/Home, Captain's
Command, U.K. Base Port, Port-
smouth.

BILDETON (M/H), March 21 at
Rosyth for trials, Port Service, Com-
missions May 16.

ROTHESAY (A/S Frigate), March (Tenta-
tive date) at Rosyth for trials, Port
Service, General Service Commission,
June.

DUNDAS (A/S Frigate), March (Tenta-
tive date) at Gibraltar for trials, Home
Sea Service, Commission May, 1968,
for Londonderry Squadron, (A).

NOTES.—It is emphasised that the
dates and particulars given are fore-
casts only and may have to be changed
—perhaps at short notice.

The terms "U.K. Base Port" means
the port at which the ship may normally
be expected to give leave and refit.

For ships which are to be phase-
commissioned, the dates quoted are
those on which the main party will
join. Drafting action is initiated about
six months ahead of the date on which
men are to join such ships, and draft-
ing action for the first party will there-
fore be initiated about nine months
ahead of the dates quoted.

Drafting action for men for trials
crew (who will form part of the final
complement) is initiated between two
and five months before the dates
quoted.

These periods should be borne in
mind when preferring requests to
volunteer for service in particular ships.

Ships in which locally entered Cooks
(S) Cooks (O) or Stewards are to be
borne in lieu of U.K. ratings are in-
dicated as follows: (A)—All Cooks (S),
Cooks (O) and all Stewards (B), Cooks
(S) other than P.O. Cook (S), all
Cooks (O) and all Stewards (C)—Cooks
(S) and Stewards only (D)—Cooks (S)
other than C.P.O. and P.O. all Cooks
(O) and all Stewards (E)—Leading
Cooks (S) and Stewards only. (F)—
Cook (S) and Steward only.

Queen Elizabeth, the Queen
Mother, embarked in the Royal
Yacht Britannia at Portsmouth
on May 1, for a tour of the
West Country and a visit to
Northern France.

POINTS LEADERS ON ROSTERS

The following table shows the total points of each man at the top of each roster as at April 1. The number in parenthesis indicates the number of men with the same number of points.

When a roster is shown as "Int" (Intermediate) it means that there are fewer men on the roster than can possibly fill the expected vacancies during the next nine months.

Ratings lacking seniority, V.G. conduct, or medically unfit have been omitted.

CPO	PO	LS
2094	411	Int.
CH SMKR	SMKR	
1058	Dry	
CPO Wtr	PO Wtr	L Wtr
1812	337	181
CPO SA	PO SA	LSA
1803	335	143
CPO Ck(S)	PO Ck(S)	L Ck(S)
1695	1392	394
CPO Std	PO Std	L Std
2083	988	Int.
CPO Ck(O)	PO Ck(O)	L Ck(O)
2252	1020	181
MAA	RPO	
1660	776	
CERA/	Ch M(E)	PO M(E)
Ch.Mech	1994	Int.
LME		
Dry		
Ch Supt	Ch Jnr	
Dry	Dry	
CCEA/	EI Mechs	CCEL/COEL
CCOA	Dry	1790
Dry		
POCEL/	LCM/LOEM	
PO EI	Dry	
Dry		
CREA/Ch	Ch REI	PO REI
REI Mech	Dry	
Dry	1314	Dry
LREM		
Dry		
CPO MA	PO MA	LMA
509	406	280
CCY	CY	LRO(T)
1614	566	432
CRS	RS	LRO(G)
1761	Int.	304
CRS(W)	RS(W)	LRO(W)
Dry	Dry	Dry
Ch AA(AE)	Ch AA(O)	Ch AM(AE)
Dry	Dry	Dry
Ch AM(O)	Ch EA(Air)	Ch REA(Air)
Dry	Dry	Dry
Ch EI Mech	Ch REI Mech	
(Air)	(Air)	
Dry	Dry	
Ch AF(AE)	PO AF(AE)	LAM(AE)
2352	910	Int.
Ch AF(O)	PO AF(O)	LAM(O)
2333	508	653
Ch A(AH)	PO A(AH)	LA(AH)
2045	775	Dry
Ch A(SE)	PO A(SE)	LA(SE)
968	994	Int.
Ch A(Phot)	PO A(Phot)	LA(Phot)
1762	1061	451
Ch A(Met)	PO A(Met)	LA(Met)
1266	594	552
Ch EI(Air)	PO EI(Air)	LEM(Air)
2062	359	Dry
Ch REI(Air)	PO REI(Air)	LREM(Air)
2089	379	Dry

No. 138 H.M.S. Glamorgan

GLAMORGAN FIGHTS BY COMPUTER

H.M.S. Glamorgan, the sixth County class guided-missile destroyer to be built for the Royal Navy, was laid down at the Vickers Armstrong Naval Yard, Newcastle-upon-Tyne, on September 13, 1962, and commissioned for a general service commission on October 14, 1966.

With a length of 520 feet, beam of 54 feet, and a displacement of 6,200 tons (full load), she is large to be classed as a destroyer. The ship's company is 38 officers and 450 ratings. Speed is in excess of 30 knots.

The ship's Action Date Automation, using modern computer techniques, produces an up-to-date tactical picture of the air, surface, and sub-surface situation for the captain and his specialist officers, who fight the ship entirely from a central operations room.

The main armament is the Mark II guided weapons system, which fires the Seaslug Mark II sea-to-air missile. This missile system gives the ship her primary role of protecting valuable fleet units from air attack.

TWIN TURRETS

Another sea-to-air missile, the Seacat, is provided for close-range self-defence against aircraft. Glamorgan has a quadruple launcher on each side of the ship.

Glamorgan also has four radar-controlled 4.5 inch semi-automatic guns, mounted forward in twin turrets.

For anti-submarine operations the ship has the latest underwater detection equipment, and carries a Wessex heli-

copter fitted with homing company. All living and working spaces are fully air conditioned.

Considerable attention has been paid to the accommodation and comfort of the ship's company. The ship is commanded by Capt. R. E. Roe, R.N.

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The Sea Dart passes tests

The ramjet-propelled guided missile, Sea Dart, which will be fitted in the Type 82 destroyer, has passed its flying tests with flying colours.

At the Woomera rocket range in Australia it intercepted a target aircraft changing course sharply at high altitude, and at Aberporth, Wales, a direct hit was scored.

The first of the new class of destroyers—the Type 82—was ordered last October, and is expected to be in service in 1972.

H.M.S. PHOEBE

Officers and men who served in a previous Phoebe would be warmly welcomed if they visited the present H.M.S. Phoebe, now on a "Meet the Navy" cruise. (See page 1.)

V.C. memorials unveiled

Memorials to General Sir Lewis Halliday and Lieut. Norman Finch, the last surviving members of the Royal Marines to have been awarded the Victoria Cross, and who died last year, were unveiled at St. Andrew's Church, in Eastney Barracks, on April 23.

EXCHANGES

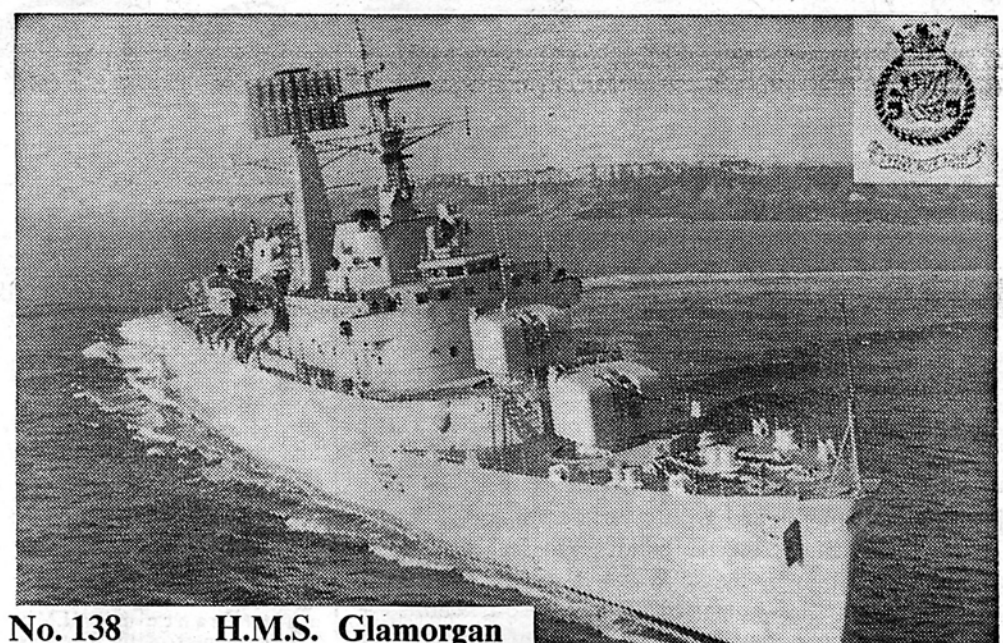
AB B. John (G.A.2), H.M.S. Penelope, Home Sea Service. Wishes to exchange with similar rating on any Portsmouth based ship.

PO M(E) K. P. Wilcox, H.M.S. Victorious, will exchange with Portsmouth rating serving in Devonport, when Victorious sails for Portsmouth for refit.

A/Ch.Supt. M. Tattnell, serving in H.M.S. Lochinvar (over six months), will exchange with similar rating anywhere in south of England, particularly Portland.

M(E) T. Smith (I.C.E.), H.M.S. Letterston, on Home Sea Service, based Port Edgar, will exchange for any southern based ship on Home Sea Service.

L. Wtr M. J. Pugh, R.N.A.S. Culdrose, on draft to H.M.S. Daedalus May 25 (over six months) will exchange for any sea-going billet—small ship preferred.



GLAMORGAN FIGHTS BY COMPUTER

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Considerable attention has been paid to the accommodation and comfort of the ship's company. The ship is commanded by Capt. R. E. Roe, R.N.

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DAD'S SHOCK

Families' Page

The baby arrived in ambulance

For most fathers, the arrival of baby means little more than a slight panic, followed by "visiting time" when all the fuss is over and mum is sitting up smiling with a cot beside the bed.

Sometimes nowadays, fathers opt to be present at the crisis, and others have crisis thrust upon them. It was the latter in the case of Able Seaman William Cook, serving in the fleet maintenance unit, H.M.S. Triumph—part of the Far East Fleet.

He helped to bring his daughter into the world in an ambulance being driven along one of the busiest roads in Singapore.

"I don't want to go through that experience again," said Able Seaman Cook, whose step-parents live at Orwell, Cambridge.

NONE THE WORSE

His wife, Patricia, comes from Northampton, where her parents, Mr. and Mrs. W. Tank live at Little Brington.

Susan Elizabeth weighed five pounds at birth, and is none the worse for her premature arrival.

The Cooks have one other child, David.



Able Seaman William Cook looks at his baby daughter Susan Elizabeth with pride—and relief—as the family gathers for the photographer in the garden of their bungalow home in Johore Bahru, Southern Malaya.

Reunion in Malta

When the aircraft carrier H.M.S. Hermes arrived at Malta on March 16 for a stay of two weeks, many of the ship's company took advantage of the visit to have their families with them.

CPO Jack Bowden, the chief gunnery instructor, co-ordinated all the arrangements, and 250 wives and children of officers and ratings arrived by special BEA charter flights early on March 17.

Private accommodation had all been carefully arranged, and the families were greeted at Luqa airport by the commanding officer, Capt. T. T. Lewin, and the many husbands concerned.

NEW PRIVILEGE

Advantage of the new DCI permitting wives of serving personnel to be flown to the United Kingdom to visit seriously-ill parents, or when a parent has died, was taken by Mrs. Simkin, wife of Naval Airman Simkin from 728 Squadron, on the day the order was received in Malta.



The young lady seems a little uncertain of herself as she meets Lady Hopkins at the Royal Sailors Rests' community centre at Rowner.

REFUL JOB' AMUNITY NTRE

"It is most satisfying to see all these wives meet here while their children are being looked after."

"Aggie Weston's is a very worthy cause."

Lady Hopkins was met at the centre by Lieut.-Cdr. F. M. Savage (General Secretary of the Sailors Rests), Mr. R. J. Cossins (the missionary-in-charge at the centre), Mrs. J. Marigold, wife of the commanding officer of H.M.S. Collingwood, and Mrs. G. Seager-Thomas, wife of the commanding officer of H.M.S. Daedalus.

WIVES ABOARD AURORA

On the occasion of Families Day aboard H.M.S. Aurora, about 50 families took passage from Portland to Portsmouth.

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Many pupils remain even during holiday periods, and for those travelling abroad a School Service is provided to London Airport where the children are seen on to their correct flight.

Children at Pollard House School share the intellectual advantages of town life whilst living in the beautiful open country of Devon and Somerset; thus a happy state of mind enables rapid headway with their school work. R.A.M.; R.A.D.; R.A.A.; B.H.S.; A.S.A.; and Pony Club.

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Coal-burners of today

This letter is on behalf of myself and AB Cooper. At present we are both serving in Safeguard, at Rosyth, and are both members of the Boom Defence Branch.

I recently left H.M.S. Barrage, and AB Cooper has just left H.M.S. Barbican, which has paid off into reserve.

There are only two vessels of this class left in commission under the White Ensign—Barrage and Barnard—and both are coal-fired. They are now 30 years old.

We have never seen any mention of any of the "Bar" vessels, past or present, in "Navy News," and we feel that a reference would make interesting reading, especially to your older readers, as we have many letters from people who claim to have served in the last of the coal-burners.

A. G. Dixon.
(Leading Seaman).
H.M.S. Safeguard,

Wilhelmshaven Scout

With reference to "career personalities" in the March issue, H.M.S. Scout was one of the two emergency destroyers at Chatham, not a submarine.

I was a leading signalman of Scout on the occasion of her trip to Wilhelmshaven with the body of the German Ambassador on board, but I do not remember seeing any of the German personalities mentioned.

J. Foley.
London, S.W.8.

K.13 disaster

In the mention of the K.13 memorial service at Gareloch (March edition) the article is rather misleading in part. Of those on board who were rescued, only 29 were naval ratings. In the list of those rescued the name of Mr. Glazebrook does not appear.

In using the term survivor one thinks of a person being saved from an accident. If the term is used in any other way, then naval staff sick on shore, or away on leave, can claim to be survivors.

Letters to the Editor

Of those actually rescued I have, over the years, contacted most, and of that number seven are still alive to my certain knowledge.

Chatham, Kent.

"Unlucky 13" continues. The memorial service report supplied was incorrect. Mr. Glazebrook was not a survivor, but a contemporary of the submariners of that day. The swimmer mentioned was not Lieut.-Cdr. Godfrey Herbert, but an escaper who drowned. Herbert (the commanding officer) surfaced later.

Abdiel's links

I have been appointed in command of the new exercise minelayer H.M.S. Abdiel, due to commission later this year, and research into details of the

two previous Abdiels have not so far had much success.

The Naval Historical Branch of the Ministry of Defence inform me that the previous ship of that name had a brief life of two years before being mined at Taranto on September 9, 1943. The R.N. Trophy Store has no trophies belonging to or associated with the previous Abdiels, nor indeed any records under that name.

I am keen to get in touch with officers and men of the previous Abdiels, particularly survivors of the Taranto incident (all or some may be invited to the commissioning ceremony). I would also like to find out whether the previous Abdiel was adopted by any town or organisation so that the link might be renewed, and whether trophies or souvenirs from previous Abdiels are still in existence.

D. P. R. Lermite.
Lieut.-Cdr., R.N.
H.M.S. Abdiel, BFPO Ships.

'Triton' foghorn—

J. D. Fraser will no doubt be interested to learn that the bellows type foghorn he describes

PHOEBE (1906) VINTAGE?

The present Phoebe, the sixth of the line, has now been in commission a year. During that time we have made contact with a considerable number of those who served in her predecessor, the Dido class cruiser of 1940-1956 days.

We are still hoping to hear from someone who served in the 1916-1921 destroyer of the name, and we are looking for a photograph which neither the Imperial War nor the National Maritime Museums can supply.

It is even possible that there is a sprightly nonagenarian who remembers the third Phoebe, the screw cruiser of 1891-1906.

H.M.S. Phoebe, BFPO Ships.

J. M. Phillips
Lieut.-Cdr., R.N.

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Navy to get new charts

Easier-to-read charts are to be produced for the Royal Navy states the Hydrographer of the Navy, Rear-Admiral G. S. Ritchie.

Among changes recommended are the introduction of colour, and the adoption of modern symbolisation, lettering, and numerals.

The three new Hecla class ocean survey ships have completed their first full surveying season, being employed, largely, in the North-West Atlantic.

Four new coastal surveying craft were ordered during the year, and should come into service early in 1968. They will be employed in the more exposed coastal waters around our shores.

The value of chart sales last year was £539,071, while associated books sold for £126,885.

EAGLE FOR THE U.S.

H.M.S. Eagle, which recommissioned at Devonport on April 6, has been equipped with more powerful catapults and arrester gear system, to receive the supersonic Phantom aircraft.

The carrier will be "showing the flag" at Norfolk (Va) and Boston, during summer.

SHIP IN ACTION

The Royal Australian Navy's guided missile destroyer, Hobart, has been in action off the South Vietnamese coast.

HOW DID HE SURVIVE?

Having survived the ghastly weather and other hazards aboard H.M.S. Milne on Russian convoys, I am at a loss to understand how we managed to manoeuvre such a large convoy out of reach of the German pocket battleship Scharnhorst during Christmas, 1943, without being mauled to pieces.

Can anyone aboard at the time enlighten me?

May I take this opportunity of paying my small tribute to the fine example set by our Captain (D) and his officers and crew, whom I remember so well.

R. L. Marsh.
(ex-L.T.O., R.N.V.R.).
Wimborne,
Dorset.

in the February "Navy News" are still standard naval stores items, and as such are issued to submarines.

The decipherable word "Triton" is the make of the foghorn, and the letters visible on the band are part of the name of the manufacturers, Allday and Onions, of Birmingham, England.

It was by pure chance that H.M. submarine Tabard returned an identical foghorn to the one described to the Division's Naval Store here in Sydney on the very day that I received my copy of "Navy News."

D. A. Wilson.
(PO Stores Assistant (S)).
Fourth Submarine Division,
Australia.

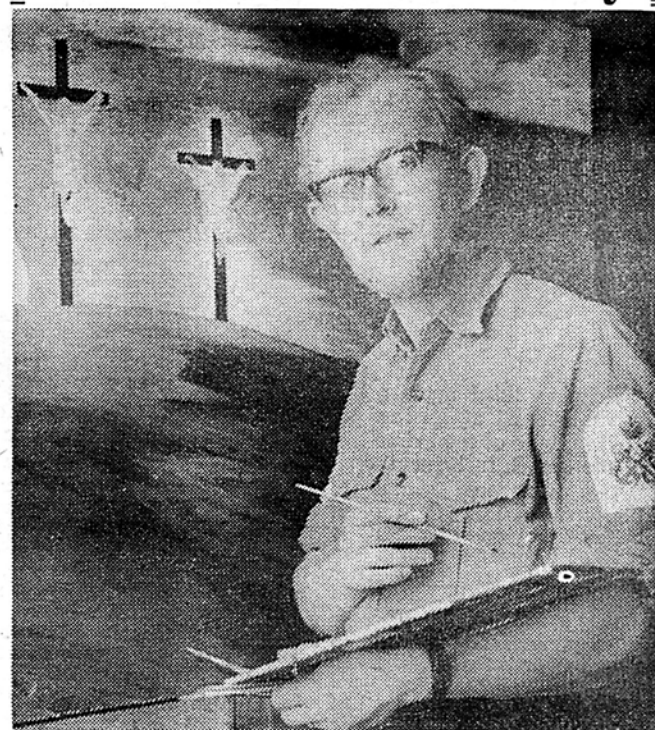
First Foudroyant

With reference to recent correspondence re the Foudroyant, the first Foudroyant (80 guns) was captured by Capt. Arthur Gardiner, of H.M.S. Monmouth (64 guns) in an engagement off Cartagena on February 28, 1758. I believe she would qualify as a 1st rate, not a 3rd rate.

NAVY NEWS MAY 1967

5

An artist in the Navy



PO Davies at work on his mural.

But for the petty officer rate on his sleeve, William Henry Davies could well be a student at the London Slade School of Art, for not only is he an accomplished painter, he even has the face of the artist.

POMA Davies, who comes

France's first nuclear submarine, Redoutable, launched on March 29, was the ninth vessel in the French Navy to bear that name. A predecessor built in 1792 was sunk at Trafalgar by Victory.

The French Navy had a submarine named Redoutable and a destroyer named Foudroyant in service prior to 1939.

J. Bigley.
Northampton.

from St. Helens (Lancs), has spent 17 years in the Navy, and is a self-taught artist. The painting he is engaged on is to form a mural in the chapel of H.M.S. Albion, in which ship he is now serving.

He is quite an all-rounder, for his other interests include sailing, shooting, and horse-riding.

DRAFTING TALK TO WIVES

Cdre J. P. K. Harkness, Commodore Naval Drafting, will be visiting Gosport on June 14, and will give a talk on drafting to naval wives from the Rowner Estate.

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COMMISSIONING OF H.M.S. WARSPITE AT BARROW

Britain's third Fleet sub. ready

Britain's third nuclear Fleet submarine, H.M.S. Warspite, commissioned at Barrow-in-Furness on April 18, and Mrs. Wilson, wife of the Prime Minister, who named the submarine at the launch in September, 1965, was the chief guest.

The Royal Navy now has six Fleet submarines in service, building or on order. It is planned to order a seventh—an improved Valiant type—later this year.

H.M.S. Warspite will now begin a series of working-up trials similar to those undertaken by H.M.S. Valiant, which joined the fleet last year and has just completed a trip of more than 20,000 mile voyage to the Far East and back—including the longest submerged patrol ever made by a British submarine.

Warspite, which is of all-British construction, has a length of 285 ft. and a beam of 33 ft. Standard displacement is stated to be 3,500 tons. She is equipped with the latest underwater detection aids and weapons, and has the latest air-conditioning and purification equipment, a water distilling plant, and a high standard of accommodation for her complement of 13 officers and 90 ratings.

The captain, Cdr. Robert Squires, is an experienced nuclear submariner, having previously served as Executive Officer of the Navy's first nuclear Fleet submarine, H.M.S. Dreadnought. His Executive Officer, Lieut.-Cdr. Timothy Hale, served with him in Dreadnought, as Torpedo Officer.

Second 'Oberon' for the Canadians

The second of the three Oberon class submarines to be built in H.M. Dockyard, Chatham, for the Royal Canadian Navy, will commission as H.M.C.S. Onondaga on June 22.

She will be commanded by Lieut.-Cdr. G. R. Meek, R.C.N., who, until recently, commanded H.M.S. Artful.

The first of the three submarines, now in full commission after a certain amount of trouble with her electrics, is H.M.C.S. Ojibwa. The third, now under

construction, will be named H.M.C.S. Okanagan.

The names of these Canadian boats are those of North American Indian tribes.

The Royal Canadian Navy has one other submarine, on indefinite loan from the United States, H.M.C.S. Grilse. This boat is based at Esquimaux, B.C., and carries out duties with aircraft and ships of the Pacific Maritime Command.

Trials of H.M.S. Resolution

Britain's first Polaris submarine, H.M.S. Resolution, launched by the Queen Mother, at Barrow-in-Furness on September 15, 1966, will start her sea trials in the spring of next year.

Armed with 16 Polaris missiles, which have a range of 3,000 miles, Resolution, whose displacement is over 7,500 tons, is due to be operational by the

H.M.S. Warspite at sea—a picture taken during her trials. She is the eighth Royal Navy ship to bear the name, perhaps the best known being the battleship which served 30 years with the Fleet, taking part in many historic actions including the Battle of Jutland, and the Narvik, Salerno, and Crete actions.

middle of 1968, and will be followed by three more Polaris boats at six-monthly intervals.

Collision—decisions of courts martial

Following the collision in darkness and heavy weather off the entrance to Portsmouth Harbour on February 15, between

H.M. Submarines Opportune and Orpheus, court martial were held at Portsmouth on April 15 and 17.

The commanding officer of H.M.S. Opportune, Lieut.-Cdr. C. E. T. Baker, was cleared of hazarding his ship.

Lieut.-Cdr. M. Champneys, commanding officer of H.M.S. Orpheus, was sentenced to be reprimanded on a similar charge.

LAST R. NAVY SUB. LEAVES CANADA

When the patrol submarine H.M.S. Acheron returns to England in May, a long and cordial association between the Royal Navy and the Royal Canadian Navy will end.

H.M.S. Ambrose, the submarine base in Halifax, Nova Scotia, will be closing down after 12 years' service with the Royal Canadian Navy.

During the time that Ambrose has been the depot for the Sixth Submarine Division, the crews of the submarines were augmented by men of the Royal Canadian Navy getting submarine experience and training. Competition for the Division

Dolphin gets Boat Show yacht

The sailing club attached to H.M.S. Dolphin has bought the 30 ft. long Mk. II fibre-glass Pioneer sailing cruiser which was on show at the International Boat Show last January.

The yacht will be named Bonaventure of Gosport after the vessel of that name which was based at Port Bannatyne of the Isle of Bute during the last war, and acted as depot ship to the midget submarine fleet.

The cruiser will be available for charter by all serving in H.M.S. Dolphin. A full season's programme has been arranged.

activities—from summer soccer and cricket to winter ice hockey and bowling.

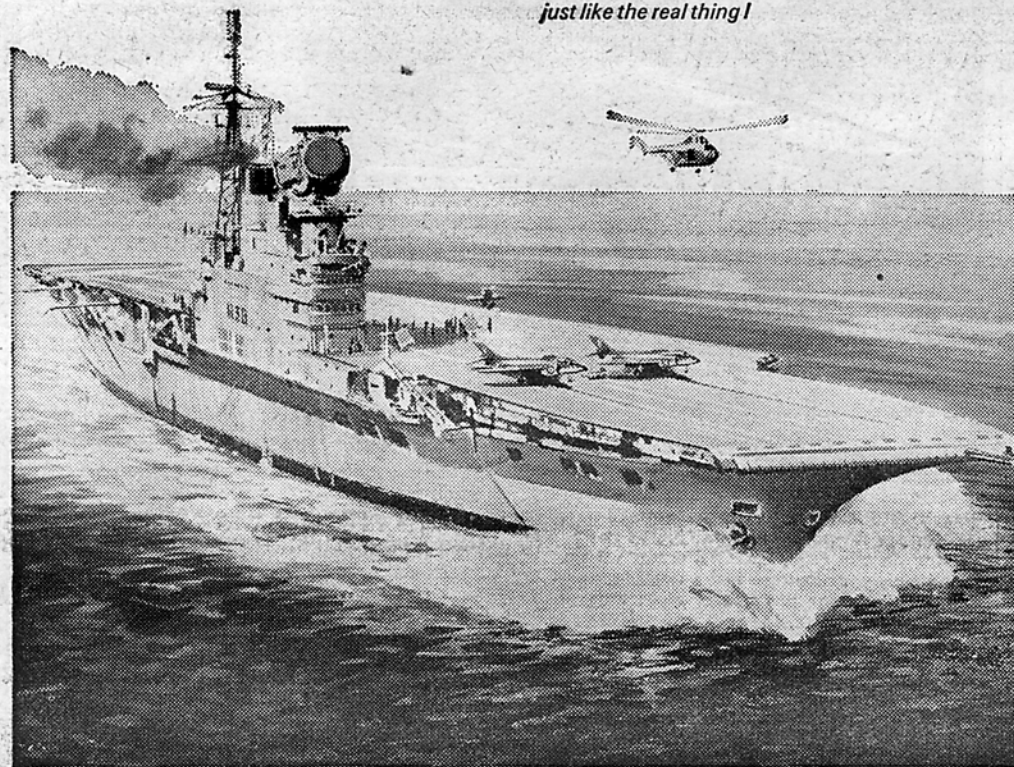
Men of H.M.C.S. Stadacona were always most hospitable, and helped to make the submariners feel "at home."

Several Canadian girls married Royal Navy officers and men and they, in particular, will regret that the Royal Navy no longer has a foot in that part of the world.

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U.S. refuses to sell Russia a midget

Arguing that the sale would be against American security interests, the U.S. State Department has vetoed the sale of the small research submarine Star III to Russia.

The Russians stated that they wanted the two-man, 10 ton submarine for deep water explorations.

Polaris weapon essential

When Rear-Admiral I. L. M. McGeoch, the Flag Officer Submarines, attended the apprentices' passing-out parade and prize-giving at H.M.S. Collingwood on April 18, he told them that the Polaris weapon is essential to maintain stability in the world.

"It is a magnificent achievement, but I am quite convinced it will never be used," he said. "It seems silly," he went on, "to spend money on something you know will not be used, but if you take it away from the international chess board now, the whole thing may come crumbling down."

Capt. J. R. Marigold, Commanding Officer of H.M.S. Collingwood, making his last appearance at a passing-out parade, spoke of the vital role of the submarine service, and the large slice of Navy recruits it is taking.

"You should not shut your minds to the fact that you might find yourselves in this part of the Navy," he said.

Mrs. McGeoch presented the prizes.

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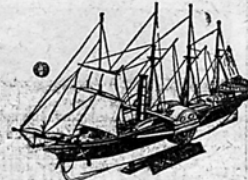
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Love-song greetings

NAVY NEWS MAY 1967

The 'News' Diary

Bravery awards

Awards of Queen's Commendations for brave conduct to two Royal Navy clearance divers are announced today in recognition of their great skill and courage when removing a highly dangerous German bomb from the River Avon, a few hundred yards from the city centre of Bristol on April 1, 1966.

The divers are CPO William Charles Witherell, aged 35, of Kennel Hill Close, Plympton (Devon), and LS James Thomas Fielding (27), of Lansdowne Road, Birkenhead (Cheshire).

The citation states that they accomplished an "especially hazardous mission."

"Had CPO Witherell made a wrong decision, or had he been in the least hesitant in his action, it is quite likely that considerable damage to property and loss of life would have resulted," the citation adds.



CPO Witherell

ROYAL VISIT TO N.Z. FRIGATE

A Maori warrior challenge and a Maori love-song were the greetings for Princess Alexandra when she kept a promise and visited the Royal New Zealand Navy frigate Waikato, at Portsmouth on March 30.

The Princess arrived by train and was taken to Waikato in the barge of the Commander-in-Chief, Portsmouth, the welcome aboard being provided by a Maori concert party composed of ratings.

Before the Princess left on

her return journey, she was presented with a silver brooch bearing the ship's crest.

Waikato, the first Leander-class frigate built for the New Zealand Navy, was launched by Princess Alexandra at Belfast in February last year, and



arrived at Portsmouth in September for trials of electronics, radar, and weapons systems, which include Sea Cat guided missiles. The frigate sailed for home on April 8.

Marine driver in Grand Prix

Royal Marine Captain Mike Heathcote, who is serving on the staff of the 3rd Commando Brigade, entered a Brabham in the Singapore Grand Prix on Easter Monday.

Capt. Heathcote started motor racing five years ago, and came within two-and-a-half seconds of the lap record at Brands Hatch while driving a Formula 3 Lotus.

There was an unhappy ending, however, to his bid for honours in the 180-mile Singapore race, in which 30 drivers of international repute took part.

When overtaking into fourth place during the fifth lap, he went on to the grass verge, hit a drain, and skidded for 70 yards at 90 miles an hour. Capt. Heathcote was uninjured, but the car was badly damaged.

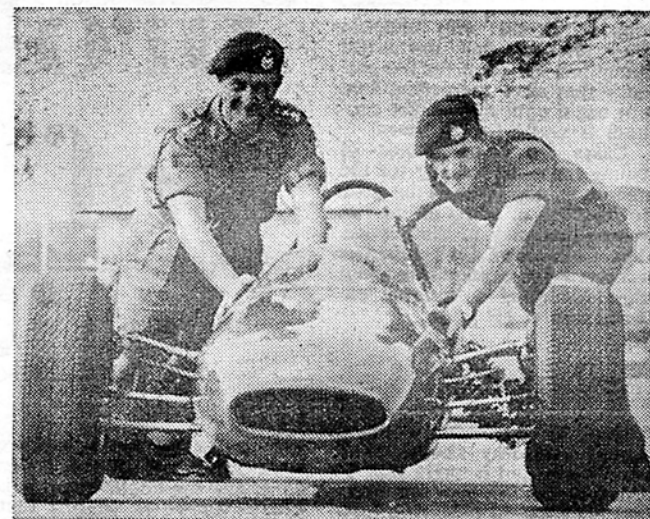
Base without success, but meanwhile the dog turned up at the empty berth, and went frantic when it saw that the ship had gone.

The ship was signalled and the captain decided to turn back. The Navy embarked the mascot in a fast launch, and it was soon reunited with its ship-mates.

Princess Alexandra, after lunching with the commanding officer, Capt. E. C. Thorne, R.N.Z.N., had a special smile of greeting when she visited the galley during her tour of the ship.



Miss Field Gun Crew, Bridget Meredith, pulls the first pint in the Field Gun Crew Club at H.M.S. Drake.



Capt. Mike Heathcote (left) and his Singapore Grand Prix racer.

Invitation to a low dive

During the recent exercise "Wicked Lady," Northwood Communications Centre were amused to receive the following signal from the submarine Grampus:

"To CINCEASTLANT—one billet available in wardroom for wicked lady."

Princess stopped for a chat

There was a big thrill for Wren Linda Perry, aged 19, of Kingsbury, Tamworth, when Princess Marina landed at the Royal Naval Air Station, Yeovilton, on her way to Sherborne Abbey.

Although the Princess had a busy afternoon's programme ahead of her, she stopped and talked to Linda before being officially welcomed at Yeovilton, the Fleet Air Arm's main fighter training establishment.

Linda is one of four Wren air mechanics responsible for servicing visiting aircraft during their stay at Yeovilton. She has taken up gliding, which she will have ample opportunity to enjoy at the air station.

Turned back for the mascot

When the French Naval Ship Marcel Le Bihan, tender to the bathysphere Archimede, left Singapore on April 12, the ship's company were very dejected—their mascot was not on board.

The mascot, a mongrel dog which was born on board six years ago, had slipped ashore and had not returned at the sailing time.

A naval patrol searched the

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Navy News

EDITOR:
W. WILKINSON
Royal Naval Barracks, Portsmouth
Tel.: Portsmouth 22351 (Ext. 72194)

Civilians, too, have problems

Anyone whose knowledge of the Navy is gleaned only from the papers might imagine at the present time that the Service is manned with sailors disciplined by corporal punishment, and groaning under what has been described by an M.P. as the "tyranny" of long-term contracts.

No one is particularly happy about boys of 15 signing on for what amounts to 12 years, and some change seems inevitable, but it is naive to pretend that young people in civilian employment enjoy a glorious freedom on careers.

Apprenticeships, indentures, and educational courses are contracts entered into by young people in all walks of life, and while it is true they will not have a policeman after them if they opt out, they are subject to economic, social, and family pressures which in effect severely curtail any irresponsible approach. At the end of training contracts, the young adult usually faces marriage as well as career, and opportunities for switching about are beset with all manner of problems. Circumstances and environment can be bonds as firm as any "signing-on" to the discontented misfit.

The big hope for all the Services is that the life and opportunities they have to offer will eventually permit of greater relaxation, which in turn will undoubtedly broaden the stream of possible recruitment.

Canings

The knowledge that the Navy, alone of the Services, still retains caning in junior establishments gives a most unfair reflection of the atmosphere and training. The climate of public opinion being against corporal punishment, no doubt more will be heard about this, but the Navy will be happy to explain methods and be judged on results.

It may be wondered, among the 69 canings last year, how many of the 22 caught stealing, for instance, would prefer a "cut" to being sent out in disgrace. There are other methods. The nation's crime burden is no great encouragement to believe in them.



"Slump in trade be damned! Every stoker and engineer in the country seems to be trying to come here for a holiday —they claim the smell of the oil is so bracing"

AGITATION OVER SIGNING ON AT AGE OF 15

The Royal Navy has a tradition—almost a pride—in being somewhat inarticulate, and this is especially so in the public discussion of its problems.

Concern is being created about 15-year-olds who sign on for nine years, and the impression is left that only later do they discover that the artful Navy has led them up the garden—that since the period does not begin until age 18, the contract is really for 12 years.

Cases are being quoted of young men just longing for the chance to skip through the gates to freedom, or going on the run rather than stay in the Service. The Council of Civil Liberties is reported to be inquiring about the legality of a contract entered into at 15.

Full facts

It is all too easy to arouse public sympathy about individual cases, and it might well be justified, but full facts are rarely available except through a judicial inquiry. No one is going to deny the rights or necessity of the Press, but in newspaper-level disclosures, feeling is against Authority right from the start. The bulk of readers have their memories of Service life under war conditions, and the image still tingers of bull, bullying and rigid discipline. The cheers are for any David to challenge Goliath.

The position today is that juniors of 15 still sign on for nine (or call it 12) years, but the circumstances are under review. One point should be made clear right at the start: juniors and

parents are well aware, and are made aware, of what is being done, and the implications. It is utterly untrue to suggest that any false impression is created.

A new rule now permits juniors to leave after three months, though it has always been the practice to grant release when the early months have shown indications of inability to settle down.

18-20 group

The next step might well be a second option to take discharge somewhere in the 18-20 age group, and thoughts could even turn to the possibility of a completely "free" service in peace time.

The greatest opposition to any drastic easing of conditions is more likely to emanate from inside the Service. In all the Armed Forces the basic requirement is to fight when called upon. Some danger is inherent, even in "peace" time. There

Release problem of the misfits

belief in the thoroughness of investigation into every application.

Disruption in the intricacies of naval drafting, such as would be created by substantial unregulated wastage in the 18-20 age group, would cause havoc among the dedicated majority, who have the right to demand that their interests should come first.

This is not to say that no easing of any kind is possible. Misfits are a misery to themselves and an embarrassment to all, but manning a ship must always be more complex than maintaining the complement at a shore station.

The Navy's difficulties are therefore likely to be greater than those of the other Services, but at certain stages in a man's drafting tempo, and in ample notice, it might be possible to introduce an opportunity for a sailor to reconsider his future.

High regard

Amid all the argument likely to be heard in the coming months, there is one which cannot be denied, namely that junior entrants have always been held in the highest possible regard in the Service. There are even those who claim to be able to recognise a Ganges boy on sight. With admiration they will say: "There is just something about them."

Care to ensure humanity for the few should not be allowed to cloud the splendid work of the junior establishments in producing a broad stream of happy, competent, and loyal sailors.

Special help for Service bereaved

When Servicemen die overseas in peace time, next-of-kin will in future be able to attend the military funeral, or have the body brought home for private burial. Either choice will be at public expense.

It is emphasised that the new arrangement is a privilege, and not a right, and must depend on the circumstances allowing it to be done.

In the case of married accompanied personnel, a parent or child with one companion would be permitted to attend the funeral overseas. Transport to the overseas funeral would, therefore, be provided for two persons.

In cases where attendance at the funeral or repatriation are not possible, next-of-kin with one companion may visit the grave, at public expense, within two years of an interment.

NOT RETROSPECTIVE

There were two other notes of caution in the official statement. Local undertaking facilities in the Middle East and Far East may not be satisfactory to enable a body to be repatriated. It was also pointed out that the new arrangements do not refer to deaths which have already occurred.

Though the new scheme is not retrospective, charter flights at cheap rates have been available since 1964.

FIELD GUN RUN FOR CANADA

Each year questions are posed—Is the Field Gun Competition worthwhile? Isn't it something of an anachronism in this nuclear age?

Its popularity at the Royal Tournament year by year gives the answer. The automatic reflex, skill and, above all, teamwork, are always greatly appreciated whenever a field gun demonstration takes place.

It is of interest that the Royal Canadian Navy has, at present, more than 100 sailors, average age 19, undergoing the demanding training for "gun-run" exhibitions in over 40 Canadian cities between April and September this year, as part of the country's 100th birthday.

'Braves' in Germany

The fast patrol boats H.M.S. Brave Borderer and H.M.S. Brave Swordsman were among the warships in Germany for the funeral of the former West German Chancellor, Dr. Adenauer, on April 25.

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THE EARL'S GREETING

Admiral of the Fleet Earl Mountbatten of Burma was among the guests at a private dinner party given on board the Victory ship by the Commander-in-Chief, Portsmouth (Admiral Sir Frank Hopkins).

Earl Mountbatten is seen saying a few words on arrival to P.O. C. Lewry.



BARROSA SAW THE WHOLE OIL DRAMA

Black-froth waves

When the Torrey Canyon went aground on March 18, H.M.S. Barrosa, refuelling in Plymouth Sound, was immediately ordered to the area, and H.M.S. Clarboston, loaded up with detergent, also went to the scene.

The two ships—the only two to see the whole affair through from start to finish—spent March 19 spraying the sullen black sea of oil with detergent. The oil was so thick that even the crests of the waves broke into black froth, and the hulls of the ships took on a camouflaged appearance.

The stench was nauseating, and the detergent, also with its own pungent aroma, made all decks and surfaces slimy and treacherous.

Night spraying was attempted but found to be impracticable. Large quantities of detergents were being used and had to be replenished daily, usually at anchor in Crow Sound in the

Seillies, where ratings worked like demons embarking drums of all sizes.

Complete air control over all aircraft in the vicinity was undertaken by Barrosa following a near accident, when a press aircraft flew in front of a Buccaneer. The resultant avoiding action at 500 knots was highly spectacular.

ARMADA ARRIVED

By March 21 there was a veritable armada of tugs, fishing boats, etc., in the area, and an oil slick plot was built up by Barrosa, which steamed round the fleet stationing vessels to the best advantage. The load was shared from March 23 when H.M.S. Delight joined Barrosa.

Naturally good communications were vital (11 circuits were manned continuously) but a signal from H.M.A.S. Anzac, offering her services, had everyone foxed. It seems that Anzac received all Barrosa's transmission while on a visit to the Philippines.

When it was decided to fire the tanker, H.M. Ships Aurora, Eskimo, Daring, and Carysfort joined Barrosa, Delight, and Clarboston, to form a "ring of steel" of five miles radius around the tanker.

The successful air strikes were spectacles indeed for the surrounding warships, even though causing considerable chagrin among the gunnery officers.

MANY EXCITEMENTS

For Barrosa it had been 12 days' hard work, with many excitements and interesting incidents to enliven it.

In addition to the thousands of gallons of detergent which were used, there were 54 helicopter transfers, the seaboard went away 24 times, the ship controlled up to 32 vessels and up to 25 aircraft per day, and 2,435 miles were steamed—many of them at high speed.

RESCUER



PO Herbert Wandless

In recognition of the part he played in the attempt to save the life of a schoolboy who fell from cliffs into the sea at Helston (Cornwall), Petty Officer Herbert Wandless was presented with the Royal Humane Society's Testimonial on Velum, at a parade in H.M.S. Daedalus on April 7.

FROM H.M.S. HERMES

Disembarked ashore in Malta from H.M.S. Hermes, Britain's newest aircraft carrier, are Naval Airmen John Goldby, of Coventry, and Charles Bainbridge, of Gateshead. John and Charles, both of whom maintain parachutes and other safety equipment on board Hermes, sailed in the ship for the Mediterranean in January of this year. When the carrier visited Malta, they were disembarked with the squadrons to continue flying from shore bases.

Having recently visited Naples in Italy, Hermes is shortly to call at Athens and later will proceed east of Suez for service in the Far East.



Well and truly launched

Climbed highest peak in S.E. Asia

From the beginning of the year until mid-March, H.M.S. Victorious spent nine-and-a-half weeks at sea, participating in exercises off Singapore, enjoying a visit to Hong Kong, more exercises off Subic in the Philippines, and then the annual fleet exercise.

The latter exercises took place in the first two weeks of March, and the week following the return of the ship to Singapore, on March 17, was taken up with the fleet sports, at which Victorious did extremely well.

At the end of February, a dozen members of the ship's company took part in an expedition to climb Mount Kinabalu, in Sabah, the highest mountain in south-east Asia—13,455 ft.

The journey from Changi to Jesselton, capital of Sabah, was made by plane, via Labuan, and the last 50 miles to the end of the road—the power station at 6,300 ft. in the Kinabalu National Park—was made in a Land-Rover, along a narrow mountain track, which caused a certain amount of concern to the travellers.

THREE-FOOT RATS!

Six hours' tiring climbing took the party to 11,000 ft., one member becoming very sick, and having to be left in the Radio Sabah station (8,000 ft.).

The night was spent in a climber's hut, and the party was too tired to worry about such things as rats, one of which was reported to be 3 ft. long.

Almost within a stone's throw of the summit—Low's Peak, named after Hugh Low who first climbed it in 1851—the youngest member complained of dizziness and gave up, but the rest reached the summit.

The descent to the Park headquarters took about nine hours. The week-end was spent in Jesselton, and on the Monday

Banging off bangers

Steam catapult trials aboard H.M.S. Victorious provide a useful way of burying "bangers"

COMMUTER LADS NEAR HOME FOR A CHANGE

H.M.S. Scarborough, one of the Dartmouth Training Squadron, has recently returned to Portsmouth for the first time since her refit at Devonport, her home port.

This is a welcome respite for the "week-end commuters" from Devonport to Portsmouth and back, as a great many of the ship's company are Pompey lads . . . so now it was their turn to be near wives or girl friends.

Scarborough is a Type 12 frigate of the Wetherby class, and is the only one with the "slim-line" funnel. She will be further distinguished in the summer by a black band at the top of her funnel, when she takes her place as leader of the squadron.

The Dartmouth Squadron comprises Torquay, Tenby, Eastbourne, and Scarborough.

TRAINING CADETS

The ship's function is to train Dartmouth cadets, giving them their first experience in all facets of life at sea.

At present there are 25 Royal Marine young officers borne, gaining experience of life on the lower deck . . . finding out what the other chap does.

MUSEUM REOPENS

The Fleet Air Arm Museum has opened for its 1967 season, and will be available for visitors daily until October 1. Admission is free. The museum is just off the main A303 road at the R.N. Air Station, Yeovilton.

Admiral Sir Deric Holland-Martin has become chairman of the Imperial War Museum trustees.

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The Rev. Percy J. Burgoyne being transferred to H.M.S. Kent from H.M.S. Victorious on Easter Sunday

FAREWELL TO MALTA

The Fleet Air Arm said goodbye—officially—to Malta, when 728 Squadron made a ceremonial flight over Valletta.

Albion going to Far East

When H.M.S. Albion commissioned at Portsmouth on April 6 for her third commission as a commando ship, the chief guest was General Sir Norman H. Tailyour, the Commandant General, Royal Marines, who, 10 years ago, commanded No. 45 Commando in the first assault by helicopter from a ship.

Albion is commanded by Capt. B. C. G. Place, V.C., the only holder of the Victoria Cross still serving in the Royal Navy. He was awarded the V.C. in October, 1943, when he made an attack on the German battleship Tirpitz with a midget submarine.



Capt. B. C. G. Place, V.C.

After working-up off the Scottish coast and a period in home waters, the commando ship will sail for the Far East in September.

LEFT CHATHAM

H.M.S. Dido, which commissioned at Chatham on April 8, sailed on April 10. Another departure from Chatham on the same day was H.M.S. Phoebe. On May 24, H.M.S. Andromeda, Leander class frigate, will be launched at Portsmouth Dockyard.

In a NATO squadron, H.M.S. Euryalus passed the Arctic

Circle and the ship's company became "blue noses," entitled to certificates enjoining all denizens of the deep to pay them due respect.

While engaged in the Beira Patrol, H.M.S. Nubian intercepted the Liberian tanker Pistris, but after messages to Whitehall the vessel was allowed to proceed.

In August, H.M.S. Berwick, 2,200-ton anti-submarine frigate, will go to Chatham for a two-year modernisation, the work to include the building of a helicopter hanger and flight deck.

Employed on fishery protection duties since 1958, H.M.S. Palliser arrived at Rosyth on April 5 to pay off.

Due home from the Far East in June, the 35,000-ton aircraft carrier H.M.S. Victorious will refit in Portsmouth Dockyard.

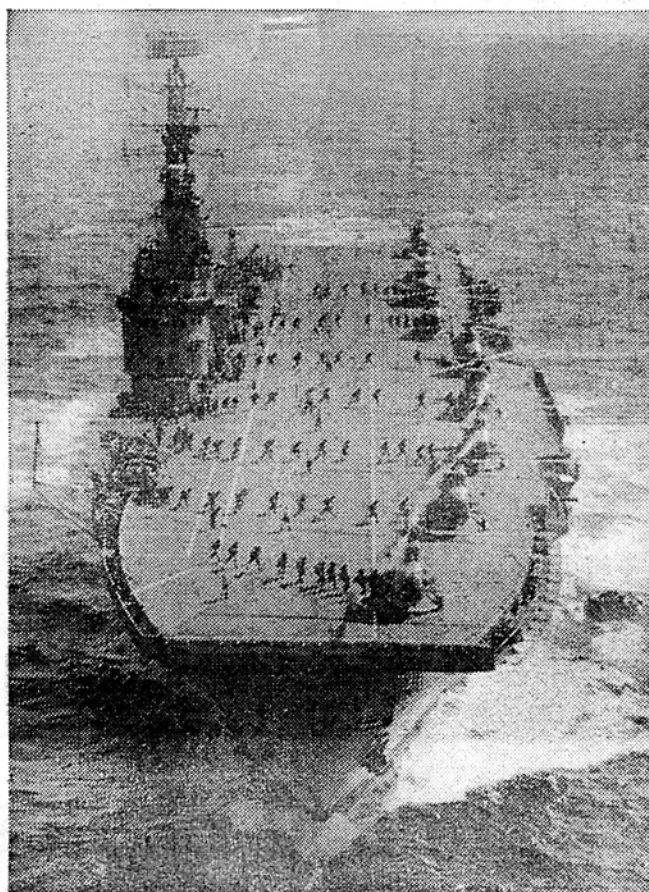
The Commander-in-Chief Mediterranean, Admiral Sir John Hamilton, sailed in H.M.S. Lowestoft from Malta on March 15 for a farewell visit to Athens.

FIRE ABOARD FIFE

No damage was done by an outbreak of fire aboard the guided-missile destroyer H.M.S. Fife in Portsmouth Dockyard.

Four men were slightly injured in a fire in a boiler room in H.M.S. Eagle at the beginning of April. The carrier is carrying out local sea trials after refit.

H.M.S. Murray, of the Portland Squadron, took two Sea Cadet Corps officers and seven sea cadets, when she visited Dordrecht in February—the largest warship to call at this Dutch port. Several of the



Armed - Commandos dash to their waiting helicopters during an exercise aboard H.M.S. Albion. Most of her last commission was spent in the Far East, taking part in patrols, and ferrying troops and equipment, during the Indonesian confrontation

ship's company visited Amsterdam and The Hague.

The ship gave a party for 30 youngsters, and 1,500 went on board the frigate when she was open to visitors.

Dordrecht is some 27 miles up river from the Hook of Holland.

The Leander class frigate H.M.S. Juno, being built by Vosper-Thornycroft, at Woolston, has started her sea trials.

The fleet radar picket H.M.S. Aisne returned to Portsmouth on April 27 after eight months on the Far East station. Aisne is a converted Battle class destroyer.

'MAIN ARCHITECT OF SAFE NAVIGATION'

For 50 years John Harrison (1693-1776), who commenced life as a village carpenter, struggled to produce a chronometer which would enable a navigator to find his position east or west from his point of departure.

The British Government attached such importance to "finding the longitude" that a prize of £20,000 (worth at least £100,000 today) was offered for an invention that would solve the problem.

In John Harrison, The Man who found Longitude (By Colonel Humphrey Quill—John Baker Publishers Ltd., 50/-) the author has written a fascinating story of the struggles and frustrations of a man who, says the Astronomer Royal, Sir Richard Woolley, in a foreword, was "one of the finest representatives of the English inventors and mechanics who caused this country to lead the world in the mechanical arts during the 18th century."

"By designing and developing his longitude watch H.4, John Harrison became the main architect of safe navigation at sea" says Colonel Quill, and goes on "Happily at almost the end of his life recompense for all his years of labour... was being provided by Capt. James Cook" who entered in the log of H.M.S. Resolution during the circumnavigation of Australia,

NEWS FROM THE SHIPS

SURGEONS VISIT HASLAR Shade protected Nelson's good eye

When the members of the British Orthopaedic Association visited R.N. Hospital, Haslar, for the clinical session of its spring meeting, they were able to see more relics relating to Admiral Nelson's medical history than have hitherto been assembled at the same exhibition.

Among the exhibits was the musket ball which killed the Admiral, from the Royal collection at Windsor. Embedded on one side of the bullet are fragile portions of gold lace from Nelson's uniform.

The musket ball and fragments are encased in an oval glass locket. The actual jacket worn by Nelson at his death was also on show, lent by the National Maritime Museum.

It would seem that all those pictures of the admiral with a black patch over his right eye are wrong.

Surg. Cdr. T. C. Barras, consultant eye surgeon at the Royal Naval Hospital, says that splinters from a cannonball entered Nelson's right eye at the siege of Calvi, Corsica, in 1794, but the eye was never removed, and Nelson's appearance was normal.

The injured eye could distinguish only the difference between light and dark, but in order to protect his good left eye, Nelson's surgeon advised him to wear a shade over it.

In the exhibition was a picture, never publicly shown before, depicting Nelson with a green shade, somewhat like a croupier's eye shade, over his good eye.

Another item in the exhibition was the Victoria Cross awarded to Surgeon William Mailland, the only V.C. awarded to a naval medical officer. This was won at Candia, Crete, in 1898.

A full and varied programme was arranged for the members of the Association. This included films, visits and displays, one of which was off Haslar sea wall, when helicopters and Royal Marines in assault craft demonstrated air-sea rescue techniques.

NAVY'S FOLK GROUP IS 'THE TOPS'

A quarter of a million people have seen the Royal Navy's own Folk Group at the first two exhibitions on its summer recruiting programme.

The three young sailors who sing sea songs were watched by over 100,000 at the Boys' and Girls' Exhibition in Birmingham, and a similar number saw them at the Scene 67 Exhibition in Glasgow.

The men in the Folk Group, known as the Dog Watch, are AB Michael Ballantyne, from Chelmsford, who leads the group, RO Brian Ford, from Longport (Somerset), and LEM Bruce Haje, from Edinburgh.

The three of them, all aged 23, have already seen service with the Navy half-way round the world, in H.M.S. Devonshire.

The group has recorded an LP of sea songs on board H.M.S. Phoebe, the new frigate which is undertaking a two-month round-Britain "Meet the Navy" cruise. The frigate's ship's company provided the chorus backing for the record.

CADETS GO CRUISING

Among the guests for a day's cruising in the Solent and Spithead on April 18 in H.M.S. Fife were Rear-Admiral M. P. Pollock, Flag Officer, Second-in-Command Home Fleet, and Sea Cadets from Guildford, the home town of Capt. R. E. Roe, commanding officer of the guided missile destroyer.

H.M.S. VICTORY ON GIBRALTAR STAMP

At least £5,000 is hoped to be raised for the Save the Victory Fund by Lieut.-Cdr. R. Whittington, commanding officer of the Victory ship, by autographing 100,000 postcards bearing the new halfpenny Gibraltar stamp. The stamp has an illustration of H.M.S. Victory.

Sailing for the Far East later this year is H.M.S. Cambrian, at present undergoing sea trials.

GUN STILL HAS PART TO PLAY

Speaking to 250 guests at the coming-of-age dinner-dance of the Royal Navy—Royal Marines Gunnery Instructors Association, Capt. W. J. M. Teale, captain of Whale Island, said that conventional weapons still had a part in modern warfare.

In Vietnam it would "come a little expensive" to use Sea Slug missiles at £45,000 a time. Instead, shells costing £65 each were being used. The conventional gun would be used by the Navy at least until the end of the present century.

GIBRALTAR FIRST DAY ISSUE SHIPS STAMPS

A series of stamps depicting ships that have played a part in the history of Gibraltar was issued on 3rd April, 1967. The ½d. stamp featured a picture of H.M.S. VICTORY.

First Day Covers —Postcard

A postcard showing H.M.S. VICTORY in full colour with the ½d. Gibraltar, Victory stamp on, franked as a first-day cover, stamped with the Ship's franking and signed by the Commanding Officer, H.M.S. Victory (Ship) may be obtained direct from the ship.

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NEW FORM OF PROPULSION

H.M.S. Shoulton, the Navy's first minehunter, recommissioned at Portsmouth on April 5. Shoulton, which joined the fleet in 1957, will eventually go to Portland as part of the 3rd Mines Countermeasures Squadron. During a two-year refit at Portsmouth, the ship has been fitted with a revolutionary form of propulsion—pumpjet



JAYNE ON BOARD

When H.M.S. Monkton visited Newcastle upon Tyne, Miss Jayne Mansfield arrived at the invitation of the midshipmen. Whether the lifebelt is an indication of "rescue" by the sailors is not recorded

Battleships again?

A study group in the United States is considering re-commissioning two of the four battleships, now held in reserve, for bombarding targets in North Vietnam, and as a base for a mobile force of Marines with helicopters.

It is estimated that the cost of re-commissioning would be between £4 million and £9 million each.

Machinery for the latest two Leander class frigates will be provided by J. Samuel White and Co., of Cowes.

SURVIVORS RETURN TO ST. NAZAIRE

Twenty-five years later—almost to the day—a score or more survivors of the epic raid in which H.M.S. Cambeltown rammed, and by means of the five tons of explosive in her bows, destroyed the outer caisson of the "Normandie" dock—came back to the scene of the exploit.

With them: I went on a tour of the area of the attack. We walked over "D" bridge "I'll never forget the bullets clanging off those girders. They gave us wonderful cover!" Around the Old Mole which was stiff with dual purpose AA or surface guns the comments were on the lines of "It's bloody impossible"—but they did it.

TWO TORPEDOES

On to the old entrance where Cdr. Ryder lay off in his gunboat and Lieut. Micky Wynn fired his two delayed action torpedoes which almost two days later seriously damaged the lock gates opposite the submarine pens.

Finally they went to stand on

the huge dock gate, the replacement of that on to which many of them had scaled down ladders when Cambeltown struck.

After the tour they went to the "Memorial aux Commandos" where they fell in smartly in two sections of 12 either side of the monolith which commemorates the attack. On parade also were detachments of the Royal Navy from H.M.S. Dundas and Highburton, Royal Marine reservists in their green commando berets, French sailors and soldiers with bands from the Royal Artillery and the French Army.

Wreaths were laid by the Prefect Loire Atlantique, the Mayor and civic dignitaries of St. Nazaire and Rear Admiral Behic on behalf of the French Ministry of Defence. Sir Patrick Reilly, the British Ambassador and a representative of the Commando Association and Cdr. Dunstan Curtis for the St. Nazaire Society followed. Then

clear above the howling wind came the moving notes of the salute "aux morts."

MORTAL BLOW

A vin d'honneur and civic luncheon followed at which all the British representatives and especially the St. Nazaire association were welcomed by all the speakers and Cdr. Curtis thanked the French authorities for their hospitality.

Finally these representatives, to quote the Mayor's words, of "a handful of heroes who inflicted a mortal blow on the German Navy" went to the quiet cemetery at Escoubac to pay tribute at the gravesides of their comrades who did not return.

Vice-Admiral J. O. C. Hayes, Flag Officer, Scotland, N. Ireland, laid the foundation stone of the new H.M.S. Cochrane at Rosyth on May 1.

Death of Admiral of the Fleet

Admiral of the Fleet the Earl of Cork and Orrery died on April 19, at the age of 93. He had been an Admiral of the Fleet for 29 years.

He joined the Service as a cadet in 1887 and was promoted to Captain in 1913. Old timers will remember him as "Paddy" or "Ginger" Boyle, and he was greatly respected.

While serving as Commander-in-Chief, Home Fleet (1933-35) he succeeded to the title. He was Commander-in-Chief, Portsmouth (1937-39).

In 1940 he was firstly in command of the naval contingent of the force sent to capture Narvik, and within a few days

he assumed supreme command. He had been President of the Shaftesbury Homes and of the Arethusa Training Ship, and a trustee of the National Maritime Museum.

In Memoriam

Charles R. Cordon. AB. P/J. 959169. H.M.S. Bellerophon. March 3.
Herbert J. Bishop. EM 1/c. P/MX. 864366. H.M.S. Plover. March 5.
David Weston. AB. P/092677. H.M.S. Blackwood. March 5.
Keith O'Meara. AB. P/075257. H.M.S. Bellerophon. March 11.
John Williams. OEA(O) 1/c. D/MX. 55621. H.M.S. Drake. March 16.
Lieut.-Cdr. Richard F. Horner. H.M.S. Warspite. March 21.
David Esseen. Marine. RM 23464. 45 Cdo. March 23.
David S. Renouf. LREM. P/M. 974194. H.M.S. Layburn. March 24.
Douglas S. M. Young. EM 1/c. P/072511. H.M.S. Mull of Kintyre. March 24.
Michael E. R. Speed. Cpl. RM. 20082. 43 Cdo. March 30.
Terence D. Blundell. EM 1/c. P/062123. H.M.S. Delight. March 31.
Derek G. Hillier. Marine. RM. 10948. A.T.U.R.M. Poole. April 8.
Inst. Lieut. Frank Anton. H.M.S. Figgard. April 9.
Jan T. Phillips. Art. App. 092092. H.M.S. Figgard. April 9.
Raymond M. Curran. Mech'n 1/c. P/KX.769697. H.M.S. Salisbury. April 11.
Lieut. John P. Bear. H.M.S. Victory. April 12.
Lieut. Norman Lake. H.M.S. Heron. April 17.

NEW DIRECTOR OF MUSIC

Lieut-Colonel F. V. Dunn, the Royal Marines Principal Director of Music, a post which he has held for 14 years, is to be succeeded, in the autumn of 1968, by Capt. Paul Neville, R.M.

Colonel Dunn, who is a Fellow of the Royal Academy of Music, is well known as an arranger and composer, and is acknowledged as one of the world's leading experts in military music.

Capt. Neville joined the Royal Marines as a boy musician in 1943, and was commissioned in 1957. He now starts an intensive sabbatical year to further his musical education.

APPOINTMENTS

Vice-Admiral C. P. Mills, at present the Flag Officer, Second in Command, Far East Fleet, has been appointed to relieve Vice-Admiral Sir Fitzroy Talbot as Commander-in-Chief, Plymouth. The appointment is to take effect in July.

Capt. W. B. S. Milln is to be promoted to Rear Admiral to date July 7.

Other appointments which have been announced recently are:

Capt. D. A. Loram. Arethusa in command. August 23.

Capt. A. G. Tait. Maidstone in command and as Capt. (SM)3. August 5.

Capt. P. E. C. Berger. Phoebe in command. July 3.

Capt. R. K. N. Emden. Devonshire in command. June 20.

Capt. D. W. Bazalgette. Aurora in command. June 30.

Cdr. P. A. Bence-Trower. Protector in command. July 13.

Cdr. G. R. T. Duffay. Delight in command. September 26.

Cdr. T. D. Kitson. Chichester in command. September 19.

Cdr. R. G. Fry. Forth as Cdr. (SM) 7th S/M Squadron. d.t.b.r.

Cdr. D. W. Ashby. Relentless July 28 and in command d.t.b.r.

Cdr. A. S. Tippet. Jufair in command. d.t.b.r.

Cdr. A. Q. Pearce. Commanding Officer, R.N. Trg. Team. Kenya. d.t.b.r.

Lieut.-Cdr. W. H. H. McLeod. Lowestoft in command. May 23.

Lieut.-Cdr. T. D. A. Thompson. Grampus in command. May 30.

Lieut.-Cdr. R. A. Anderson. Alliance in command. May 30.

Lieut.-Cdr. A. G. Claridge. Osprey for 737 Sq. in command. July 28.

Lieut.-Cdr. J. W. F. Briggs. Ulster July 31, and in command d.t.b.r.

Lieut.-Cdr. J. R. Atherton. Soberton in command. October 6.

Lieut.-Cdr. D. G. Sherrard. Mersey in command. July 21.

Lieut.-Cdr. P. J. Williams. Seahawk for 848 Sq. in command. September 14.

Lieut.-Cdr. G. St. J. R. Buxton. Russell in command. May 6.

Lieut.-Cdr. V. J. Shaw. Amphion in command. d.t.b.r.

Lieut.-Cdr. D. Brazier. Narwhal in command. July 3.

Lieut.-Cdr. E. B. White-Atkins. Forest Moor in command. May 7.

Lieut.-Cdr. B. B. Hartwell. Seahawk for 707 Sq. in command. September 6.

Lieut.-Cdr. T. D. A. Thompson. Grampus in command. May 30.

Lieut. G. McBride. Bossington, June 12, and in command d.t.b.r.

Lieut. F. W. Burgess. St. Vincent, July 19, and for Droxford in command. d.t.b.r.

Lieut. S. H. Spencer. Dryad addl. August 14, and for duty in command Seamanship School. d.t.b.r.

Lieut. G. D. Hotchkiss. Barnard, August 1, and in command d.t.b.r.

Lieut. K. S. Pitt. Astute in command. May 16.

Lieut. P. W. Lindley. Artful in command. December 4.

Lieut. M. C. Cole. Maryton, July 17, and in command. d.t.b.r.

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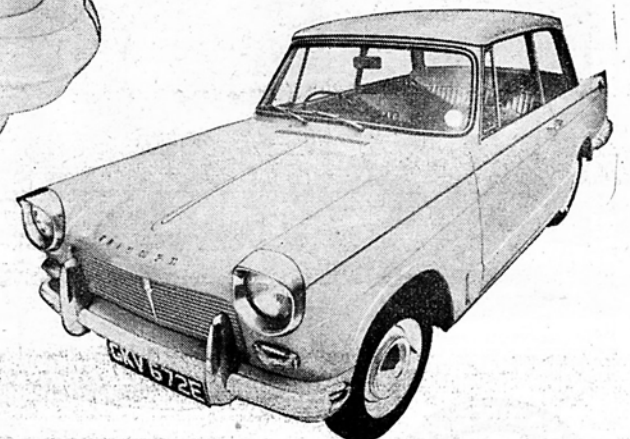
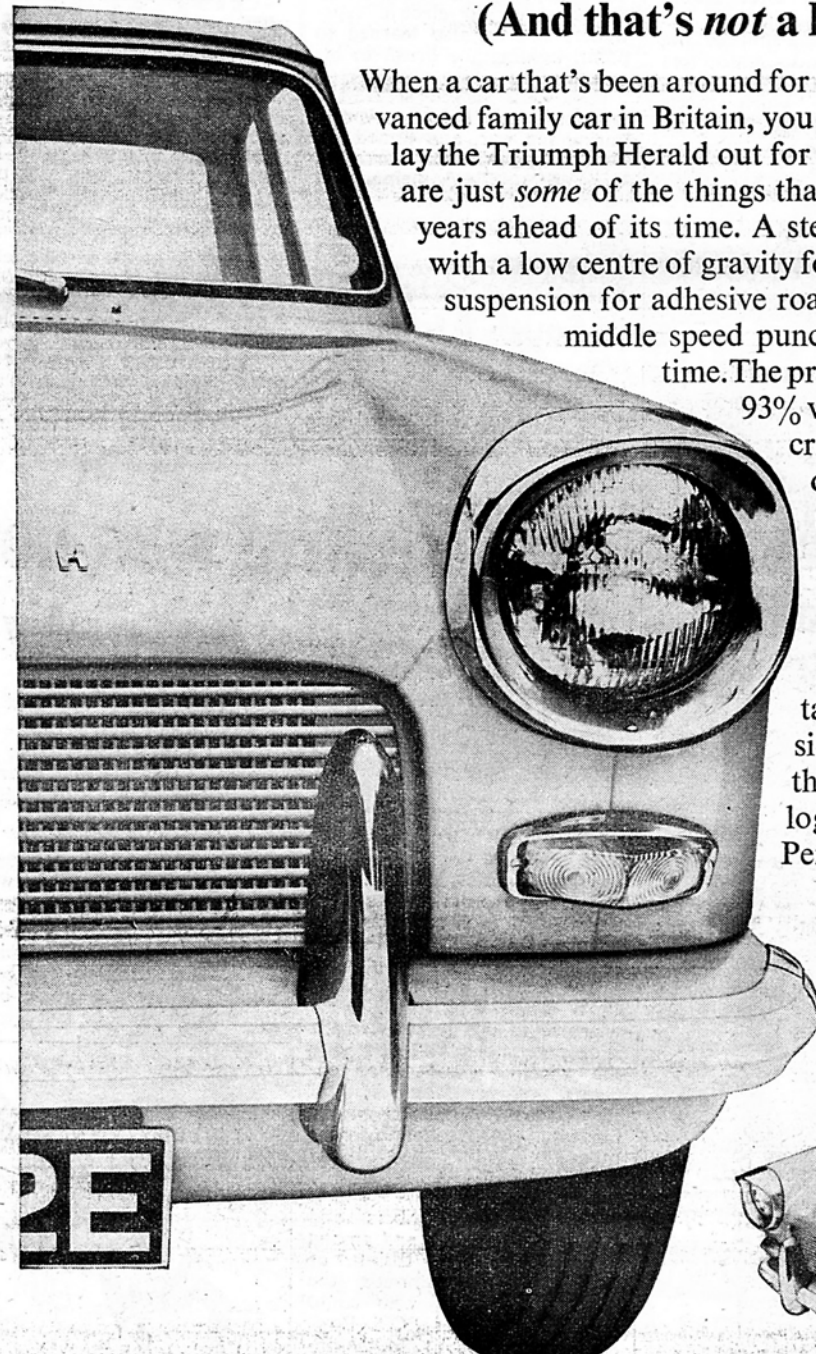
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Draw to raise funds

CRUISE AND £100 SPENDING MONEY

The Royal Naval Association is promoting a draw which it is hoped will raise between £1,500 and £2,000 for the funds.

When the National Council met in London on April 15, the tickets were handed out to the delegates. The first prize is a 14-day cruise for two to the Canaries, with £100 spending money (or a cash alternative of £300). Other prizes are 10 days in Malta for two, a coach tour of France and Belgium for two, and a fourth prize not yet decided.

Selections for attendance at the Royal garden parties were as follows: Mr. Sidney Godfrey, president of No. 2 area, vice-president of the association and a trustee; Mr. Eric Knight, vice-chairman of the association; and Mr. Charles H. Wheeler, vice-president of the association and welfare officer, who will be accompanied by Mrs. Wheeler.

The new representative on the National Council for No. 2 area is Mr. R. Giles, of Horley branch, succeeding Mr. Dykes, of Chatham, who died last September while on his way to a Council meeting.

The Council confirmed that the annual reunion will take place as arranged, at the Royal Festival Hall on November 4. "Navy News" understands that reaction from the areas and branches seems to be favourable towards the decision on subscriptions, reached at the previous meeting of the Council.

Spurn Point ceremony

A great effort is being made this year by Nos. 9 and 11 Areas of the Association to make the

memorial service at sea off Spurn Point a big success, in order that it can continue in future years.

The steamer Tattersall Castle (passenger capacity 500) will leave Corporation Pier, Hull, at 1.15 p.m. on Sunday, June 4 and, after calling at the Royal Dock Basin, Grimsby, at 3.15 p.m., will arrive off Spurn at approximately 3.45 p.m.

The memorial service will be followed by the casting of wreaths by branches participating, and by individuals wishing to provide personal tributes.

The steamer will arrive back at Hull at 5.15 p.m. and Grimsby at 7.15 p.m. Tickets (10s. for adults and 5s. for children) may be obtained from branch secretaries.

The ashes of Shipmate Kinsey, late of the Doncaster branch, will be scattered off Spurn Point, and any other branches with ashes should contact Mrs. Miller, 8 Northgate, Barnsley.

Sherwood helps Sea Cadets

Although emphasis appears, at times, to be on social activities, many branches help considerably in local affairs, and with such organisations as Sea Cadets.

The Sherwood and Arnold branch, of Nottingham, has adopted the local unit of the cadets and provides instructors and other forms of support.

The branch, which meets every Friday at the Sherwood



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"UNITY—LOYALTY—PATRIOTISM—COMRADESHIP"

Social Club, and welcomes serving personnel as well as shipmates from other branches, runs a comprehensive social programme, with visits to other branches and kindred associations.

There is a most active Ladies' Section, which recently provided a dinner for members of the branch.

'Shipmate of year' dies

"His courage during a long illness was of the highest order, and he was the shining example of British pluck," writes our Herts branch representative of Shipmate Ron Petts, who died last month at the age of 41.

The shipmates of his branch regarded him as their "No. 1 Shipmate," and in 1961 was elected as "Shipmate of the Year." Although a polio victim and paralysed from the neck down, he was always cheerful and smiling.

He taught himself to type, using a stick in his mouth to tap the keys of an electric typewriter, and he also learned to paint, holding the brush in his mouth.

Ron Petts served in H.M.S. Duncan and H.M.S. Apollo during the war, and joined the Hertfordshire Police Force on being demobilised, being promoted to sergeant after 10 years. He used to play soccer and rugby and was a keen swimmer.

Matapan veterans in South Africa

According to "The Bosun's Call," the official organ of the Durban, Port Natal branch, about a third of the membership of 110 turned up at the annual meeting on February 3.

The Admiral was not on duty

When the Royal Hospital School Old Boys' Association (Portsmouth branch) held its annual dinner in Whale Island in 1957, it was a bitterly cold evening, the heating arrangements had broken down, and overcoats were the order of the day for the meal.

It was a different kettle of fish on March 31 when the branch held its 41st dinner in the Whaley Club. The friendly warmth of the occasion, always apparent at such reunions, was equalled by the warmth and comfort of the surroundings.

The branch president, Lieut. C. W. Hall, R.N. (ret.), in his welcome to the guests, said "It is only a coincidence that among the principal guests is an engineer officer, Rear-Admiral R. C. Paige, Admiral Superintendent, H.M. Dockyard, Portsmouth."

OLDEST "OLD BOY"

Nearly 200 members and guests were present, and among them was Mr. S. Elliott, of North End, Portsmouth, the oldest "Old Boy" who could attend. One other "Old Boy" had been traced at Southampton but, at 94, he was a little too frail to attend.

Admiral Paige spoke of the school's wide reputation, and hoped that it would long continue to take the sons of seafarers, and to train them in the way they should go—a job it

The editor of the journal, remarking that "the branch can only be as active as we members make it," appealed for even more support for the various functions.

The president of the Durban branch is Cdr. R. A. Everett, and the secretary, whose address is 53 Wayne Court, Rapson Road, Durban, is R. Beverton.

The editor of the journal is Shipmate Geoff Wingrove, who was on the bridge of H.M.S. Orion throughout the Battle of Matapan. Two other members of the branch who were also at Matapan are Shipmate Beverton, who was serving in H.M.S. Ajax, and Shipmate George Goulacos, who was the liaison officer between the Greek and British naval forces, and who was attached to Orion.

Information has been received that a founder member of the branch, Shipmate Allen McDermott, died last October, and Shipmate Jan Eastan, died on January 14.

American visitors to Tamworth and Belfast

The chairman of the only Royal Naval Association branch in the United States, Shipmate "Ed" Morgan, of Oakdale, New York, recently paid visits to branches in the United Kingdom.

Shipmate Morgan, who left England 19 years ago, took part in combined Anglo-American operations during the Second World War, and about 18 months ago he answered a letter from Police Constable and Mrs. George Dawson, who are members of the Tamworth branch of the association.

Since then they have been corresponding regularly and when Mr. and Mrs. Morgan arranged to visit England for a three-week holiday, one of the stops on their journey was

C.-IN-C. 'SCOTCHES' PLYMOUTH RUMOUR

The remark by the Plymouth branch president, Vice-Admiral Sir Fitzroy Talbot, that he wanted to scotch, right away, the rumour that he was to be the last Commander-in-Chief, Plymouth, was greeted with applause by the members at the annual meeting of the branch.

The news, subsequently, that Vice-Admiral C. P. Mills would relieve Admiral Talbot in July, was published in the April issue of "Navy News."

The club management was congratulated by the accountant on the increase in funds, despite a burglary and losses on the annual dinner and the carnival.

Shipmate W. Powell the branch secretary in his report, stated his concern that membership figures for a branch in a major naval port were so unrealistic.

Remarking on this point, Vice-Admiral Talbot, in his presidential address, stated he would arrange for any posters the branch produced to be displayed in the various establishments, and Cdre. P. E. Bailey said he would make similar arrangements in H.M.S. Drake.

CONGRATULATIONS

Shipmate J. F. May was congratulated on being re-elected as National Chairman of the association, and President of No. 4 Area.

Regarding the loss sustained over the carnival, Shipmate May said it was a case of unforeseen circumstances which had turned a potential money-spinner into a loss.

There was to be no carnival in 1967, but it was hoped to

arrange one in Devonport in 1968.

He also stated that in view of the need to find new premises in the near future, and the necessity to hoard every penny, there would be no annual dinner this year. Instead there would be a social evening and buffet supper in the club, at a moderate charge.

Dartford," she said, and thanked the branch, specially, for the Christmas party given to the old folks of the town, which she knew had been a great success and given so much pleasure.

Shipmate Jim Brett, the secretary, in his report stated that the branch was as strong and keen as ever, and hopes were high that the Don Murray Cup would be retained.

The branch president, Capt. F. L. Millns, presented Shipmate "Monty" Reid with his life membership badge. This award had been a closely guarded secret and, for once, "Monty" was nearly speechless. The honour was made in recognition of his work as treasurer of the branch over the last seven years.

H.M.S. Coventry Old Hands Ass'n

Mr. Eric Skelly, of 17 Avon Crescent, Stratford-on-Avon, organiser of the H.M.S. Coventry Old Hands Association, would be glad to hear from men who served in H.M.S. Coventry.

On May 13 the association is to hold a reunion at Whale Island.

As about 20 members live in the Portsmouth area it has been decided to visit Portsmouth and the venue will allow members who were based in Portsmouth to revisit the city.

A plaque in memory of the men—67—who were lost when H.M.S. Coventry was sunk by bombs off Tobruk in September, 1942, was placed in the new Coventry Cathedral by the survivors, being unveiled on October 23, 1965.

YEOVILTON AIR DAY

R.N. Air Station, Yeovilton's Air Day will be held on Saturday, September 9, and NOT July 15.



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Deputy Mayor was 'amazed'

When the Dartford branch held its annual dinner and dance on April 15 the Deputy Mayor of Dartford, Alderman Mrs. A. Agar, proposing the toast of the Association, said she was amazed at the amount of help the branch had given to national appeals and organisations.

"The Royal Naval Association is held in high esteem in

had been doing so very well for 250 years.

Mr. Long, a master from the school, Lieut. H. C. Martin, R.N., and Lieut. J. Hodgson, R.N., also spoke, the last named, in his toast to the ladies, capturing the attention of everyone with his witty "poetry."

Dancing followed the dinner while, around the hall, reminiscences were exchanged of boys, masters and events going back to 10 to 50 years or more.



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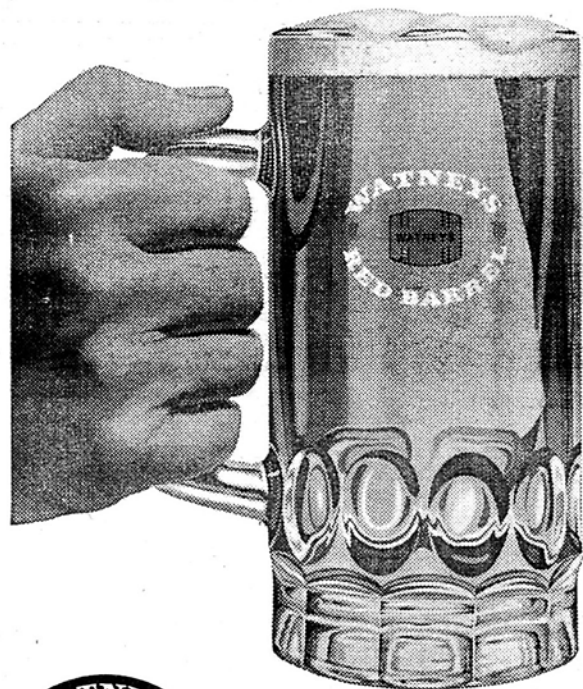
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Dampier's visit to Indonesia

H.M.S. Dampier, veteran Royal Navy survey ship, has sailed from Singapore Naval Base for her last season's work in the Far East, where she has served nearly 20 years.

In November, she leaves for the United Kingdom to pay off after creating a post-war naval record for continuous duty east of Suez.

During a break in hydrographic work in international waters south-west of Sumatra last month, she was the first Royal Navy warship to call at an Indonesian port for five years. At the suggestion of Commodore Wardiman, Hydrographer of the Indonesian Navy, she visited Djakarta from April 10 to 12.

PIRATE'S NAME

H.M.S. Dampier, the last of four Bay class frigates converted as survey ships to remain in commission, could be unique as the only Royal Navy ship to bear the name of a one-time pirate.

Captain William Dampier, the 17th century mariner, started his career as a buccaneer in the West Indies, but was given command of a naval vessel and sent on two voyages of exploration, because of the meticulousness

of his observations and records at sea.

SENTIMENTAL TRIP

For the present commanding officer of Dampier, Cdr. Peter Cardno, R.N., of Almondsbury, near Huddersfield, it will be a sentimental last voyage back to England in November. He has twice previously served in her, before taking command in March of last year.

H.M.S. Dampier, which has a ship's company of 12 officers and 140 ratings, recommissioned in Singapore in November of last year. She was launched as a frigate in 1945, and converted to a survey ship in Chatham Dockyard two years later.

Mr. Roy Mason, Minister of Defence (Equipment), told the Commons that the daily operational cost of Britain's first Polaris submarine, H.M.S. Resolution, will be £14,800.

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DEATH

HEWITT, F. H., Ex P.O. EA2 (R.N.A.S. 1914-1918, also member of the Gasbags), passed away 22nd January, 1967, at Bristol.

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A brilliant rugby side



During the present season H.M.S. Hermes has had an outstanding ship's Rugby XV, which has won 21 matches and lost only one—against the Combined Services, Malta, when the score was 12-11. The Hermes points record was 471 "for" and 102 "against." Here is the team which beat the School of Signals, Catterick, by 19 points to three. Back row, left to right: Martin, Williams, Weller, Jones, Goodwin, Ainslie, Ross, Merrick, Saunders. Front: Wynn, Distin, Bundy, Warr (Capt.), Payne, Doyle

FROM CHAMPIONS TO 'WOODEN-SPOONISTS'

There was no sudden "switch around" with the Royal Navy soccer team regarding performance in the two Inter-Service games played last month. The series of near misses, and defeats, continued right to the bitter end, and the score sheet, at least on paper, is indeed a gloomy one for the Navy team.

I would think that this year is probably the worst the Navy has experienced.

In the Inter-Service championships the Navy lost to the R.A.F. 2-1, and were beaten by the Army 3-1. These results were, indeed, bitter blows, and to be displaced from Services champions to "wooden-spoonists" will long be remembered.

One thing is certain: the three Service teams are all on a par, and in spite of the extra numbers of the other services, the Navy can always hold its own.

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Farewell to Rugby officials

BY NIMROD

The Royal Navy rugby season ended with a very enjoyable trip to Wales, where a rather depleted Navy side played Aberavon on April 14.

A most entertaining game was lost, 16 points to 29, the highlight of which was a brilliant try by Roger Godfrey from a reverse pass from Bryan Hay.

The following day the team watched the amazing Wales v. England game at Cardiff.

We say farewell to four officials who have served Royal Navy rugby very devotedly. First, our president, Admiral Sir Desmond Dreyer, retires from the committee after two busy seasons, during which time he has also been president of the Combined Services Rugby Union.

Capt. D. N. Callaghan, our treasurer, retires from the committee. Inst.-Cdr. Alun Meredith, who has been a most suc-

SOCCER NOTES

lision of heads was between two Navy lads.

Lessons are there to be learned. While it must be appreciated that our opponents are good, the Navy should not be far behind them, and as long as the Navy team appreciates that, they must make up their minds to win.

When tackling or going for the ball, the members of the team must, of a necessity, make and reach; then they will not be found wanting.

The Navy boys are not certain enough when going for the ball. This shortcoming is often apparent in goalkeeping, but can also be a weakness in any member of the eleven.

Often the extra foot of reach, extra speed, and extra urgency is the difference between winning the ball and winning or losing the match.

FITNESS ESSENTIAL

Another glaring weakness is to be found in the unfitness of the Navy player. True, they are called upon to play so much football that there is little time for practice. Or they may feel that they do not need it.

This is far from the case, and the sooner players appreciate that as a member of the R.N. squad they must be fitter than the next, the better, and that they, themselves, can play themselves in or out of the team accordingly.

Coaching—and we have lots of good coaches attached to the Navy squad—could be made much easier, and bear more fruit, if the material under the coaches' command were fitter and, therefore, more able to

cessful selector for three seasons, becomes treasurer.

Lastly, Sgt. Terry Beaton, R.M., who has carried the bag, looked after the gear, and generally dry-nursed the players for many seasons, is off to the Far East.

Our thanks go out to these and all others who work behind the scenes for the good of the game.

SPORTS FIXTURES

May 5.—Boxing: A.B.A. Senior finals, Wembley.
May 6.—Athletics: R.N.A.C.(S) trials, Victory Stadium.
May 8 to 12.—Fencing: R.N. Championships, Dacalus.
May 10.—Athletics: R.N. v. Oxford U. Centipedes v. Cardiff T.C., Oxford.
May 12.—Fencing: W.R.N.S. Inter-Command championships, Dacalus.
May 13.—Cricket: B.R.N.C. v. Worcester College, Oxford.
May 20.—Cricket: R.N.C.C. v. Pangbourne N.C., Pangbourne.
May 25.—Cricket: R.N.C.C. v. Charterhouse, Godalming.
May 26 and 27.—Athletics: R.N. Decathlon Championships, Victory Stadium.
May 27 and 28.—Cricket: R.N. v. Incogniti, Portsmouth.
May 31.—Athletics: R.N. v. Civil Service v. Univ. of London, Victory Stadium.

NAVY'S KEEPER SAVED THE DAY

HOCKEY NOTES BY MEREDITH

The Royal Air Force won the Inter-Services Hockey Tournament with the minimum expenditure of effort by beating the Army by 1-0 and also the Navy by the same margin. Neither victory was clear cut but the results are now in the record book and there is little point in arguing about might-have-beens.

In the final match of the season the Navy and the Army met at Aldershot to play for a second place. The result was a goalless draw, the first that has been recorded since 1938. The match was fast and clean and keenly contested and despite the absence of goals had many exciting moments.

Brilliant goalkeeping by the Navy goalkeeper, Carter, saved the day for the Navy. This may be Carter's last game, because he is probably leaving the Service before next season but he

can look back on this game as a fitting climax to many years fearless service in the Navy goal.

In the forward line Simon Cook and Nigel Goodwin looked dangerous but were well contained by the Army backs Widgery and Sandy. It was a game in which defences were on top and a draw was a fair result.

The Navy can look back on a modest season but with several younger players in their midst they have improved throughout and were at peak condition for the Inter-Service matches. Next year perhaps David Wilson will be back in circulation and he will give that added skill and experience which will produce the goals essential to success.

The following represented the Navy: CPO D. J. Carter (Ganges), Lieut. B. Ellis (43 Cdo), Lieut. G. Fielding (Ganges), Surg.-Lieut. (D) D. B. A. Little (Dryad), Mid. D. B. Trentham (Aurora), CPO J. Binks (St. Vincent), Inst.-Lieut. A. Wallace (Fisgard), Lieut. N. Goodwin (Cachalot), Lieut. S. Cook (captain) (R.M. Depot, Deal), Sub.-Lieut. M. W. Dismore (B.R.N.C., Dartmouth), Inst.-Lieut. P. Rowe (Seahawk).

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NAVY SPORTSMAN OF THE MONTH GOLF CHAMPION

The Royal Naval Golfing Society's match play knock-out competition at Temple Golf Club, Hurley, Berks, senior section, was won by Able Seaman L. M. Taylor, of H.M.S. Cambrian, whose home is at Worthing.

This is the first occasion that the competition has been won by a rating.

With 17 other golfers with handicaps of 11 and below, he qualified for the final stages of the competition, and went on to beat the Navy's most experienced golfers—officers and ratings.

Able Seaman Taylor has served in H.M.S. Cambrian since last August.



Hockey 'Bulldog' capped 44 times

First capped in 1962, CPO "Nick" Carter has played in goal for the Navy hockey team 44 times.

He earned the name "Bulldog" in 1963 when playing for the Navy against the Indian Touring side, and the name was amply borne out in the recent Inter-Service hockey matches.

In both games his performance was highly praised on all sides.

SPORTING ROUND-UP

CPO Carter is now serving in H.M.S. Ganges, and it is in large measure due to him that the establishment's team is at the top of the local Army Hockey League.

"Nick" is now 39, so life begins for him next year!

Royals take all canoeing prizes

Teams entered by the Royal Marines took all possible prizes, and set up a new record time, in the gruelling and hazardous Westminster-Devizes Canoe Race. Their teams were placed first, second and third in the rigid boat class and first in the folding boat class.

Royal Marines were also awarded the team prizes for the first four boats home, and the Services trophy.

The new record time for the rigid class was 20 hr. 12 min., set up by Marines B. D. White of Hamworthy and J. C. Lowe of Morden.

Marines L. J. Trotter of Newcastle and T. Peyton of Gateshead won the folding boat section in 25 hr. 10 min.

Tennis trials at Greenwich

The Royal Navy Lawn Tennis team trials will be held

at the R.N. College, Greenwich on May 27. Twelve players will be invited to stay for further trials on Sunday, May 28.

Officers and ratings who would like to be considered for the tennis team should write to the Hon. Secretary, R.N. Lawn Tennis Association, R.N. College, Greenwich before May 19. Trials entry forms are also available from Command Lawn Tennis secretaries.

The Royal Naval championships will take place at Wimbledon from August 7 to 12, and the Inter-Service championships, also at Wimbledon, will be held on August 14, 15 and 16.

The Inter-Command championships will take place at Portsmouth on July 13 and 14.

Street's ahead

Wren Susan J. Street, a Writer (General) serving in the Captain's office of H.M.S. Collingwood, has won the Peglar-Smith

The Combined Services Boxing Championship Cup went to the Army this year. Both the Royal Navy and Royal Marine team, and the Royal Air Force team, were beaten by seven bouts to four.

The winners were Mne Adam, Mne Boden, Mne O'Bray, Mne Max Smith and RO 2 Harris.

The C.S.B.A. championships themselves are an individual championship, the winners qualifying for a place in the Amateur Boxing Association semi-finals, and five of the R.N. and R.M. team went forward to the semi-finals.

Of the five, four were Royal Marines.

The last time the Navy won the C.S.B.A. trophy was in 1963, and then only four boxers got to the semi-finals at Wembley.

HIGH HOPES

This year the semi-finals took place at Belle Vue, Manchester, and with five Navy boys present, hopes were high. Only one of the five, though, managed to win.

Memorial Trophy for shooting with a score of 195 out of a possible 200.

Wren Street had done no shooting until she joined the W.R.N.S. in September, 1965, but was found to have a natural aptitude for it. She was selected for the Portsmouth Command .22 team last year which, in fact, won the Inter-Command competition.

Danny does well in America

PO R El Danny McFadzean, of R.N. Air Station, Culdrose, took part in the Boston (Mass.) marathon, and came in ninth in a time of 2 hr. 22 min. 6 sec. McKenzie, a New Zealander, was winner in a new record time of 2 hr. 15 min. 45 sec.

Plymouth Command time trial race

Fifty riders took part in the Plymouth Command R.N. Cycling Club open 25-mile time trial on April 1, won by the scratch man, Roy Hopkins, of

Four Royals reached A.B.A. semi-finals

Max Smith beat Mick Dolan on a points decision. Dolan was well tipped as an A.B.A. winner, but Smith dropped him for an eight count in the first half-minute, and after that Dolan never looked like winning.

Very unlucky not to get the decision was Mne Dave Boden. He boxed very well against the Welsh representative, Cranswick.

Mne O'Bray was well checked by the highly rated Blake (Caius) in the third round, but not before he had chased Blake and hurt him once or twice.

Brian Hudspeth proved too experienced for Mne Adam, and stopped him in the second round.

BOXING NOTES BY PUNCHER

Heavy-weight George Harris was very unlucky. After two very close rounds with Peter Boddington (Rootes), the England international, they went up for the third round with nothing separating them.

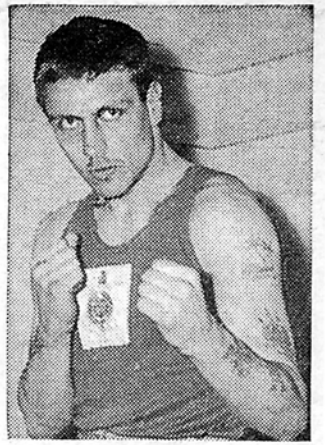
About half-way through the round, Boddington got his head on to Harris's eye, giving Harris a nasty gash. The referee had warned Boddington before for going in with his head, but this

Mid-Devon R.C. in 58 min. 38 sec.

To represent the AAA

Cpl. J. T. Watts, of the Depot, Royal Marines, Deal, has been selected to represent the Amateur Athletic Association in the annual match versus London University on May 17.

He will take part in the discus event.



Mne Max Smith, the light heavyweight winner in the C.S.B.A. championships and for whom an A.B.A. title is a distinct possibility

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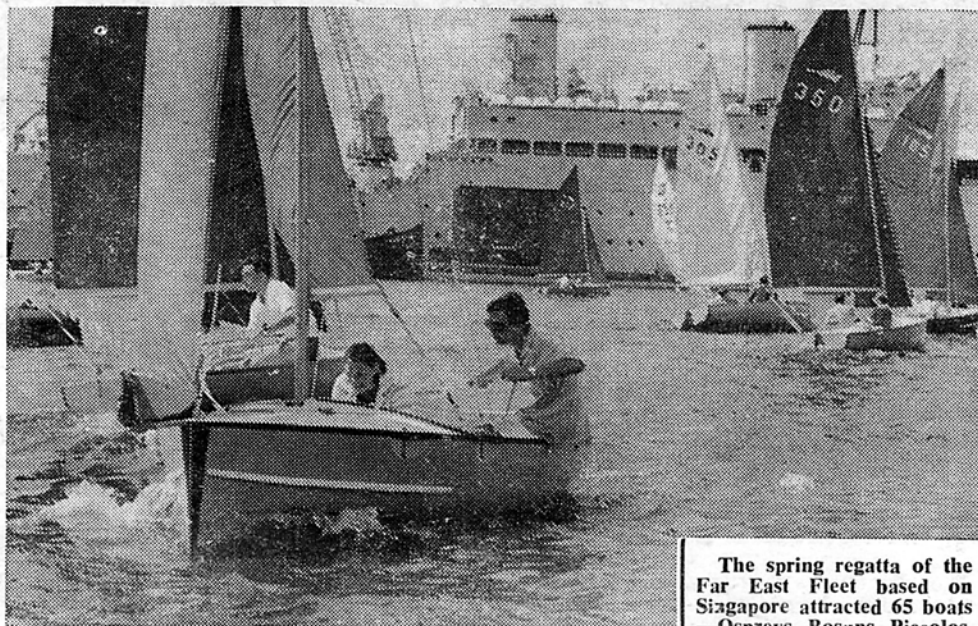
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The spring regatta of the Far East Fleet based on Singapore attracted 65 boats—Ospreys, Bosuns, Piccolos, GP 14 dinghies, and whalers—and some 450 men and women as crews. In the picture the boats are manoeuvring before a start.

Bosun dinghies now figure largely in the U.K. sailing programmes. On May 13 and 14, Portsmouth Command Sailing Association with H.M.S. Excellent as the hosts are holding a Bosun knock-out regatta for the Asmara Cup. Local clubs, Army and R.A.F. units have been invited to compete.

Other events during the Summer include the Naval Air Command regatta and the Claude Barry inter-command competition—both to be sailed in Bosun dinghies.

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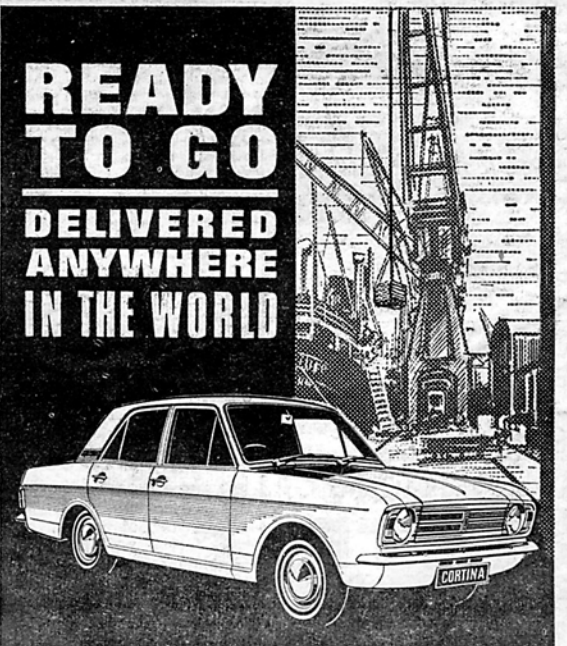
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